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February 15, 1960

RAILWAY AGE *weekly*

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Week at a Glance

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Short and Significant

The railroads' share of the national income . . .

in 1958 was relatively only half what it was in 1939—2.7% compared with 5.7%. These are ratios of gross revenues to

Union Pacific's new and mighty locomotive crests Sherman Hill, Wyoming, with a heavy load.

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This new gas turbine-electric locomotive, built by General Electric for Union Pacific, is designed to haul freight faster and more economically. It burns less expensive "residual" fuel—a thick, viscous substance with a heavy tar content which must be heated before it will flow freely.

The Bendix ignition system fires this low-volatile fuel as efficiently as volatile gasoline is ignited in your automobile engine. The Bendix fuel injection system is used in the auxiliary diesel engine, which also furnishes power for "yard" movement of the locomotive.

General Electric has been an important builder of locomotives for more than 65 years. To be selected as the supplier of fuel injection and ignition equipment by G.E. for the mightiest locomotive they have ever built, is truly one of the finest tributes that could be paid to the all around efficiency of Bendix equipment.

It is equally impressive that whenever exceptional performance, complete dependability and operating economy are the requirements, diesel engine manufacturers in increasing numbers are turning to Bendix for their fuel injection and ignition requirements.

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Week at a Glance

Current Statistics

Operating revenues	
12 mos., 1959	$9,826,128,939
12 mos., 1958	9,564,940,702
Operating expenses	
12 mos., 1959	7,704,573,256
12 mos., 1958	7,544,050,298
Taxes	
12 mos., 1959	1,047,194,279
12 mos., 1958	957,258,608
Net railway operating income	
12 mos., 1959	749,476,425
12 mos., 1958	762,355,862
Net income, estimated	
12 mos., 1959	574,000,000
12 mos., 1958	603,000,000
Average price railroad stocks	
Feb. 9, 1960	101.44
Feb. 10, 1959	106.40
Carloadings, revenue freight	
4 wks., 1960	2,386,511
4 wks., 1959	2,275,214
Freight cars on order	
Jan. 1, 1960	43,870
Jan. 1, 1959	27,596
Freight cars delivered	
12 mos., 1959	37,819
12 mos., 1958	42,760

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national income. The airlines' share, during the same 12-year period, rose from 0.1% to 0.4%. The truckers' share rose from 1.1% to 1.7%, and the bus lines' share remained at 0.2%. On the basis of 1939 as 100, the national income index for 1958 was 503. The index of rail revenue was only 239.7. The airline, trucker and bus-line indices were 2,905.0, 773.9 and 354.9 respectively.

Last year's estimated net income . . .

of Class I railroads was $574 million, a decrease of $29 million from the 1958 net of $603 million. The rate of return averaged 2.72% for 1959. The AAR statement also showed December estimated net income at $90 million.

Prices paid by railroads . . .

for fuels, materials and supplies are on the rise again. The AAR's latest index, for January, is 144.4. This interrupted a decline which had run through the two previous quarters. The July 1959 index, at 143.7, was down 2.3 points from April 1959's 146. And the drop continued to 143.2 for October 1959. The index is based on average mid-year spot prices for the 1947-49 period.

Soo Line's guaranteed rate . . .

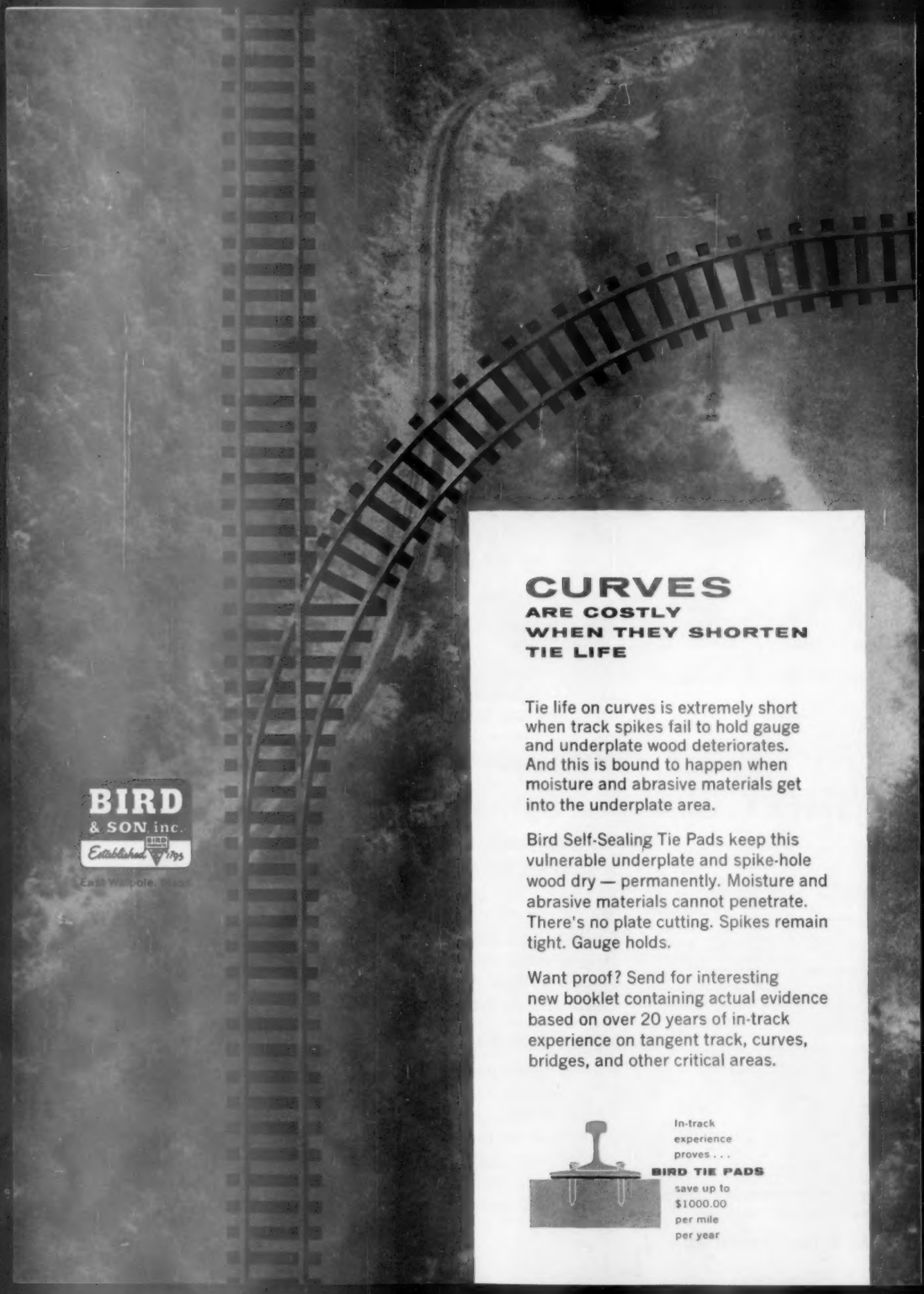
was further postponed last week—from Feb. 9 to April 9, which will be a year after its original effective date. The new delay was taken voluntarily by the Soo, but at the request of the Commission. The proposed rate, applicable on wrought iron pipe and tubing, would give a 17.5% discount to a shipper who guaranteed to ship 90% of his tonnage by rail. The same 60-day extension has been granted on a companion guaranteed rate tariff published by DSS&A and also involving Milwaukee and C&NW.

Milk by piggyback . . .

is proposed by the Lackawanna in the New York City area. The road has published a Plan IV tariff, to be effective March 6, under which shippers will furnish flat cars, tank trailers, and perform loading service at their own ramps. Origin points covered in the tariff are Cortlandt, Elmira, Norwich, Waterville and Syracuse, N.Y., and Scranton, Pa. Destinations: Hoboken, N. J., and New York City.

An 'institute on rail-labor problems' . . .

will be held April 7-9 at the State University of Iowa, Iowa City. Among the featured speakers, according to the BLE: Labor Secretary James P. Mitchell. The institute will be conducted by the five operating brotherhoods and the university. Discussions will cover the Railway Labor Act, compulsory arbitration, Landrum-Griffin, public relations techniques, and membership communication.



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Congress Gets Commuter Bills

► **The Story at a Glance: The call for federal aid to sustain railroad commutation services is now pointed up prominently in Congress by a variety of legislative proposals.**

Aside from bills to tighten train-off provisions of the 1958 Transportation Act, there are bills for:

- **Federal loans to municipalities for purchase of commuter cars and other facilities for lease to railroads.**
- **Creation of a National Advisory Committee on Rail Transportation with a broad assignment but with a "major concern" for the commuter's "dependence on daily rail transport to and from work."**
- **Income-tax credits for commuters who pay fare increases necessary to put commutation on a break-even basis.**

Can Washington come up with a solution—in whole or in part—to the railroad commutation problem? Both the Senate and the House are giving it a try.

A federal-loan bill is sponsored by Representative Irwin, Democrat of Connecticut. It embodies the commuter-aid program sponsored by the American Municipal Association and eastern railroads (RA, Feb. 8, p. 10). It would provide for up to $500 million in federal loans.

Mr. Irwin concedes that his bill "isn't the only or final answer" to mass transportation problems, but he does suggest that it gets to the crux of the issue of furnishing funds the carriers "don't have and can't get."

The proposed federal lending agency would be a unit of the Department of Commerce, and the loans would be of the "low-interest, long-term" variety—available "only where there was proof of urgent need and where funds were not available elsewhere under similar terms."

The loaned money would be earmarked for purchase, maintenance or replacement of commuter facilities and equipment. Equipment would mean rolling stock, and facilities would include "land, stations, rights-of-way, tracks and track materials, electrification and similar property—but not public highways."

A National Advisory Committee on Rail Transportation is proposed in joint resolutions introduced in both the Senate and House. The Senate resolution was introduced by Senator Javits, Republican of New York, for himself and his New York colleague, Senator Keating, and Senators Saltonstall of Massachusetts and Williams of New Jersey, also Republicans. First sponsor of the like House resolution was Representative Derounian, New York Republican.

As explained by Senator Javits, the advisory committee would be a 12-member group which would "study, conduct scientific research and make recommendations on those development programs and other activities essential to the improvement and modernization of rail equipment, facilities and operating methods and freight, passenger and commuter services so that the U.S. rail transportation system can better meet the demands of our expanding national economy and defense requirements."

The proposed committee's 12 members would include two from the ICC, two from the Department of Defense, and two from the Department of Commerce. The committee's six other members, as Mr. Javits put it, "would be selected on the basis of their technical competence in rail transportation or a related field with two of this group chosen for their experience in labor-management problems common to the industry."

The proposed legislation also con-

(Continued on page 46)

DL&W V-P Joining Trucking Firm

William G. White, vice president-operation of the Delaware, Lackawanna & Western since 1954, will become senior vice president of Consolidated Freightways, Menlo Park, Calif., effective March 1. He will be in charge of all CF operations involving coordination with other forms of transport.

"Mr. White's excellent background in railroad management will enable us to expand and develop our operations which involve close cooperation with other modes of transportation, particularly railroads," said CF President J. L. S. Snead, Jr., in announcing the appointment.

These operations include CF's Coordinated Transportation Services Division (which develops cooperative services among truck, rail, pipeline, air and water carriers), Trans-Ocean Van Service (which handles overseas shipments of household goods), Transcontinental Transport, Inc. (a railcar leasing subsidiary), and Warehouse and Cartage Division.

Meanwhile, a railroad has gone to a trucking line to find a transport coordination specialist. Maine Central has announced the appointment, effective Feb. 15, of Frank W. Alger, Jr., of Adley Express Co. as MC's manager of highway operations. A spokesman said Mr. Alger (formerly Maine operations manager of Adley's Alger Brothers Division) will supervise planning and development of the railroad's new rail-highway system.

WILLIAM G. WHITE

Mergers, Diversification Forecast

Northern Pacific President Robert S. Macfarlane is taking the optimistic slant on railroad mergers and transport diversification. He views both as "inevitable" during the 1960's.

In an address prepared for delivery at the 53rd annual dinner of the Chicago Traffic Club, Mr. Macfarlane forecast:

- Consolidations "involving several of the important lines in the United States."
- Enactment of legislation which will bring about "one-package" transportation.

NP's president was emphatic on the latter point: "I maintain that the principle of diversification is as sound in its application to transportation as it is to other industry . . . With our rapidly expanding economy, the country will need all of its transportation facilities to carry out the stepped-up distribution job that lies ahead."

Mr. Macfarlane also made these observations:

- Business needs more look-ahead thinking. "We sometimes become so engrossed in the day-to-day problems of our own jobs that often we overlook the full significance of the exciting parade of progress in other fields. We fail to project our own business planning far enough into the future."
- Economists and business analysts are anticipating an economic advance "that will be greater than any we have ever known before. There may be booms and there may be recessions . . . but the direction of our economy will be strongly upward."
- "Increasingly huge sums are being invested in research and development" —both by private industry and by government. Research and development spending, Mr. Macfarlane noted, ran $3 billion in 1950, $10 billion last year, and totaled about $60 billion over the last decade. But during the next 10 years, he said, estimates place the expenditure at double that total.

Watching Washington *with Walter Taft*

- **SHIPPER SUPPORT** for letting regulated carriers go in for diversification or one-package transportation is on record with the House's subcommittee on transportation and aeronautics. It came from Brown & Williamson Tobacco Corp. and Atlanta Freight Bureau. Their representatives appeared as the subcommittee closed its first series of hearings on pending diversification bills. Further hearings are planned, but not yet scheduled.

LABOR SUPPORT came from the Order of Railway Conductors & Brakemen. Its vice president and national legislative representative, W. D. Johnson, sent Subcommittee Chairman Williams of Mississippi a letter advising of ORC&B's favorable position. The Railway Labor Executives' Association, of which ORC&B is a member, has been opposed.

THE PROPOSED LEGISLATION would repeal regulatory-law provisions which prevent or restrict railroad operations of highway, air and water services. The railroads' supporting presentation (RA, Feb. 8, p. 35) closed with a warning that the "very survival" of the industry depends upon relaxation of competitive restrictions.

THE WARNING came from President C. M. Roddewig of the Association of Western Railways. He had a chart showing that the railroads' share of intercity freight traffic will be down to 25% in 1970—if they continue losing ground at the present rate.

COMPETITIVE DISABILITIES of the railroads have been principally in pricing and service areas, Mr. Roddewig pointed out. He called enactment of the 1958 act's rate-freedom provisions a facing-up to the pricing disability. So, as he put it, the railroads now ask that Congress again act "courageously"—that it round out the freedom program by removing disabilities which prevent railroads from giving complete transportation service.

ON THE SENATE SIDE, the AAR submitted a statement in support of diversification to the Interstate Commerce Committee's transport study group. Ownership of one form of transport by another is one of the subjects assigned to this group, and its director, Maj. Gen. John P. Doyle, requested the AAR presentation.

- **ETHICAL CONDUCT** is the subject of a memorandum circulated by the ICC to its hearing examiners and attorney advisers. The memorandum says the Commission has been disturbed to discover that "at least some examiners appear to believe that they are fully entitled to accept all hospitality extended to them."

SPELLED OUT are details of a case wherein an examiner, assigned to an out-of-Washington hearing, became involved in what the Commission considered too close association with one party to the case. At the expense of that party, the examiner traveled to and from the hearing, and "lunched, dined and drank." He also extended his lunch period beyond the normal noon recess—"to the discomfort and inconvenience of all parties."

THE COMMISSION CONCEDED that an "ivory tower" existence would result in "an unrealistic, uninformed and impractical approach" to regulation. It added, however, that there still remains "the necessity for a constant guard against the close fraternization and the unwise association with parties who possess an interest current or potential in those areas with which we deal."

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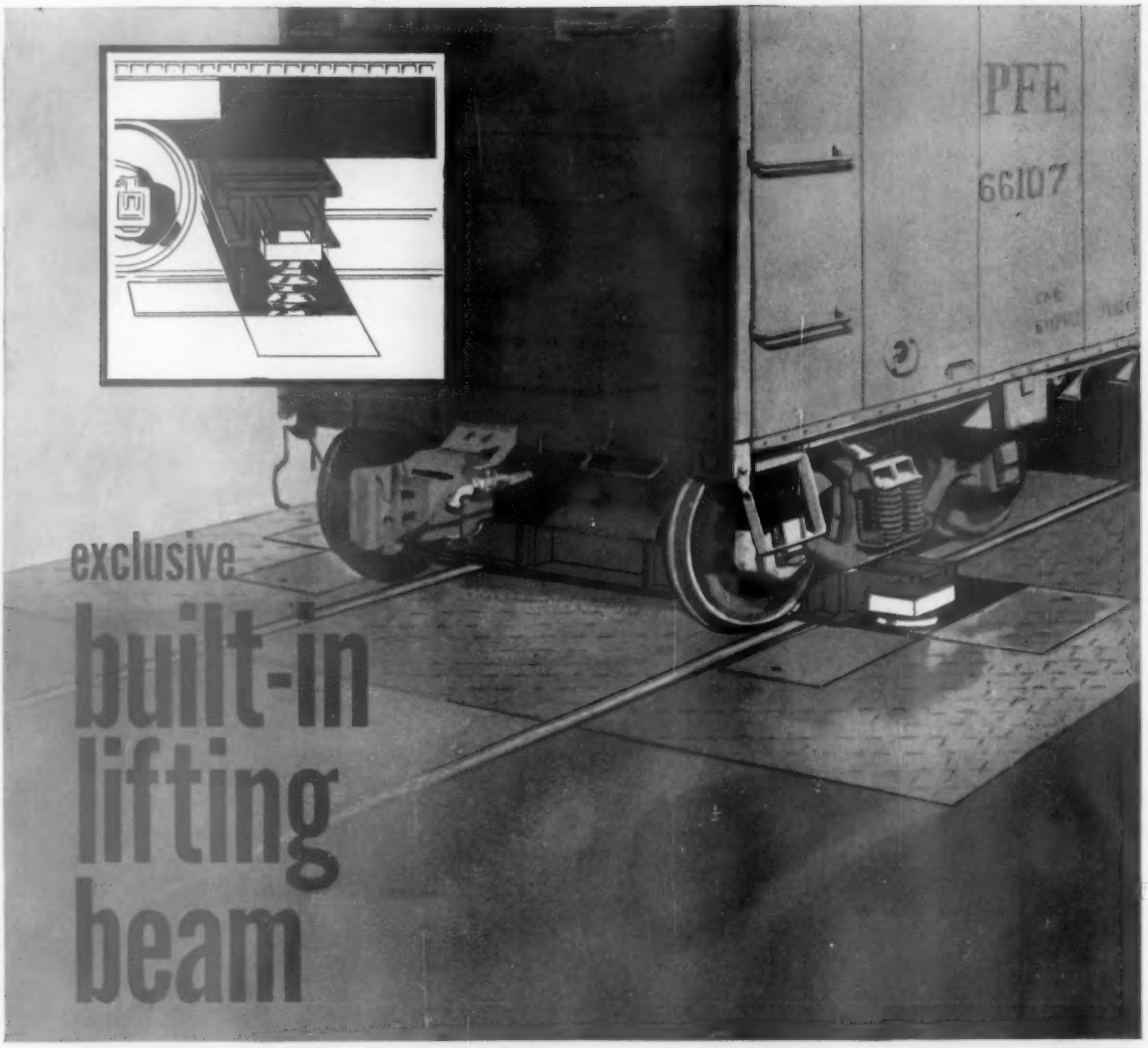

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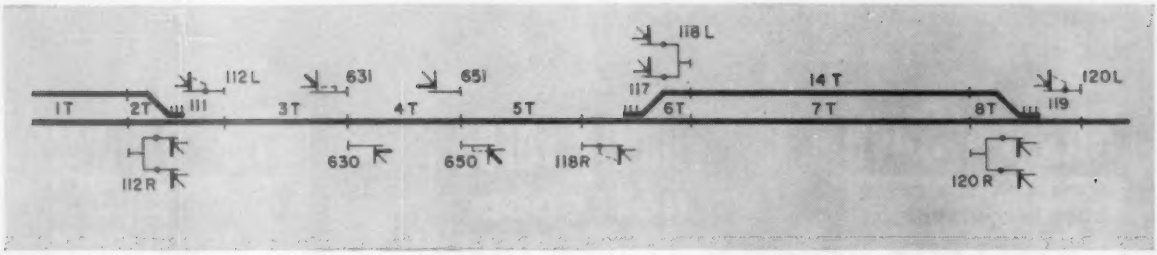


NEW TRAIN entering track section 1T eastbound initiates clearing of signal 118R without intervention of dispatcher.

CTC Signals Clear Automatically

► **The Story at a Glance: The N&W has developed circuits to clear CTC controlled signals automatically in advance of a train. A dispatcher need only clear the entering signal into CTC territory and arrange meets. Twenty months of satisfactory service indicate the feasibility of approach-clearing CTC signals. The automatic circuits were constructed and installed for approximately $8,300, including labor and material.**

Circuits were designed that would automatically make meets by routing one train into a siding, but as the maximum economic advantage had been gained with the automatic signal clearing feature alone, these were not installed.

Automated CTC is used on the Norfolk & Western to clear signals without manual attention, except when making meets, passes or handling unusual operating conditions.

The main line of N&W's Scioto division extends westward from Williamson, W. Va., to Portsmouth, Ohio. From Portsmouth the line extends generally northward to a terminal at Columbus, Ohio, and generally westward to a terminal at Cincinnati.

Normally, one dispatcher's position handles train movement on the entire division. During the first trick Monday through Friday, while track forces are working and local switching operations are in progress, an additional dispatcher is used. The additional dispatcher handles the Portsmouth-Cincinnati line, thus permitting the regular dispatcher to concentrate on the line between Williamson and Columbus.

The 96-mile single track Cincinnati line has CTC all the way. There are 12 controlled sidings with power-operated switches. Of the 13 scheduled trains, eight operate when the system is clearing signals automatically.

When the additional dispatcher is not stationed at the Portsmouth-Cincinnati machine, the sequence of events is as follows: When the single stroke approach bell sounds, the regular dispatcher goes to the machine and clears the entering signal to CTC territory in the normal manner. Thereafter, signals clear sufficiently in advance of the train so that the engineer will always receive a green aspect if track conditions allow. (The N&W has switched to color-position signals. See RA, Sept. 7, 1959, p. 44). Whenever a train enters the block of the approach signal to a home signal giving a stop indication, a vibrating bell sounds until it is acknowledged by the dispatcher. The bell indicates that appropriate action must be taken if stopping of the train is to be avoided.

When, for example, a train enters track section 1T (see accompanying track diagram), the clearing of signal 118R is initiated. It is done at this time to establish direction: The circuit is completed only if signal 112R is clear. Thus, signal 118R will not clear for a train receding from 1T to the left. The circuit to cause signal 118R to clear will be completed if: (1) the opposing signals 120L and 118L are at stop and no attempt is being made to clear them; (2) track sections 6T, 7T and 8T are unoccupied; (3) track section 1T is occupied; and (4) signal 112R is clear.

Train Gets Green Signal

The signal will clear only to yellow at this time, since signal 120R is still red. Later, when the train reaches track section 4T, the clearing of signal 120R will be initiated. When that signal clears, signal 118R will go to green. Except under abnormal circumstances, this would happen long before the train reaches signal 118R.

When a conflict between trains arises, the signals involved will not clear. When the trains enter the approach signal track sections, the vibrating bell sounds, and the dispatcher arranges the meet or pass.

AUTOMATED CTC has been installed on N&W's Cincinnati-Portsmouth line.

The additional circuits to clear the signals automatically are associated entirely with the CTC control machine, no change being necessary in the field circuits. On the control machine, the lamp that is lighted steadily to indicate that the signal is at stop is caused to flash when the automatic circuits initiate clearing. When the signal clears, the appropriate signal-clear lamp lights. No other change was made in the machine indication circuits and all levers on the machine retain their normal function.

A switch on the machine disconnects all automatic circuitry when completely manual control is desired. It is not necessary to operate this switch while making a meet under automatic operation.

The circuits were designed by N&W signal engineers under the direction of J. G. Karlet, superintendent signals and communications.

Aggressive Promotion of Special Services Pays Off

T&P Passenger Planning Boosts

Big things are still happening in Texas. For example: Texas & Pacific's current showing on passenger traffic.

Over the first six months of 1959, T&P passenger revenues climbed 15.7% over revenues for the comparable 1958 period. It was a showing that placed the road at the top of the Class I list from a standpoint of revenue increase percentage. And although revenues fell off slightly during the July-December period, T&P still ended 1959 with a net increase of 6%, on total passenger revenues of approximately $3,940,000.

In comparison with the transcontinental lines or the major eastern trunk lines, Texas & Pacific isn't a major passenger carrier. Its service covers 14 trains daily (including two sections of the "Texas Eagle") and the operation is confined to the main line—Texarkana-El Paso and New Orleans-El Paso. Still, on average, T&P stands at the top.

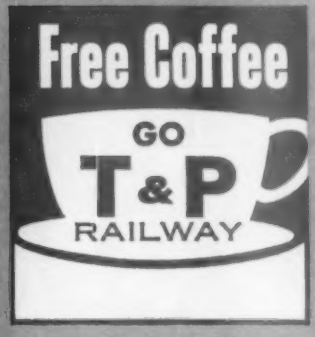
Part of the story lies in the road's being in the right place with the right service at the right time. But much of the credit goes to alert passenger promotion, individually and in conjunction with passenger-wise Missouri Pacific (which also showed revenue increases last year, but on a smaller scale).

Better economic conditions in the area also gave T&P an assist in its first-half surge. Particularly noteworthy: a 42% increase in T&P's share of revenues over the Texas & Pacific-Southern Pacific route.

Another traffic boost has come from the discontinuance of the Katy-Frisco "Texas Special" service between St. Louis and Texas points. MoPac—T&P remains as the only through route.

As for passenger promotion, T&P has moved in a half-dozen directions to improve and publicize its service:

- Coach tickets are honored in conventional sleeping cars on the New Orleans-Dallas-Fort Worth-El Paso route. Earnings from the conventional cars have been increased, revenues from lightweight sleeping cars haven't suffered as a consequence.
- Economy meals (in addition to regular dining car service) have proved popular at prices ranging from 75 cents and 85 cents for breakfast, to $1 for lunch and dinner.
- T&P is selling two roomettes for the price of a double bedroom between all points on T&P and MoPac and also



Revenues

to Chicago in conjunction with the GM&O.

- Tickets valued at $50 or more are available on an installment pay plan (to purchasers of satisfactory credit rating). Fares may be paid on a basis of 25% down and the balance over 10 months (balance includes a 2% service charge).
- For groups of five or more travelers, the road offers a special low coach rate for round-trips between all T&P points. This move, in particular, has attracted a large volume of traffic which would otherwise have been lost to the private automobile.
- All the innovations have been vigorously advertised in newspapers and on television. T&P has spread its newspaper advertising dollars throughout the paper, instead of concentrating on full- or half-page ads. Two-inch block ads, four to eight to a paper, are scattered—news pages, sports, financial, society. The approach has proved effective ("the ads we've run produce business" and T&P has letters from agents to back the claim). And the cost is less than that of larger ads.

The result: T&P, unlike most roads, is watching its passenger revenues move upward. Alertness is paying off. And, for the time being at least, Texas & Pacific isn't too worried about where its next passenger dollar is coming from.

Passenger Poll Steers T&P Right

The heady aroma of success in the passenger field hasn't led Texas & Pacific into over-confidence. It didn't for example, deter the road from launching a full-scale passenger opinion survey at a time when revenues were already up 15.7% over those of the previous year. More than that, however, this was no study to be made, noted and left to collect dust. T&P acted, once it knew what little irritations were making travel-by-T&P less than a complete joy for the passenger.

A representative of the road's advertising agency conducted the survey, which covered replies from 461 T&P passengers and 53 trainmen. Here are some of the findings:

- 307 passengers said they were traveling by train because it's more relaxing. In second place: Safety and lower cost, each noted by 185 passengers.
- Of the 461 patrons quizzed, 244 voted for the railroad as their preferred mode of transportation. But 101 chose the private automobile and 89 mentioned the airlines.
- Clean equipment and courteous employees were praised by most passengers surveyed. Conversely, T&P got 51 replies criticizing equipment, 50 rapping the service.
- Significantly, passengers gave the railroad a highly favorable rating in comparison with other carriers. T&P's ratio of favorable vs unfavorable comments was 384 to 19 in comparison with other railroads; 114 to 29 with the airlines; and 268 to 6 with bus lines.
- T&P found its patrons don't hold to the widely accepted view that the airline is the route of most courteous service. The road posed the question: "Which of the following forms of transportation provide the most courteous, considerate and helpful service?" More than half the passengers surveyed—236—voted for the railroad. The airlines got 145 votes, the buses only 11.

T&P's questionnaire provided space for patrons to air their view that the airline is the route of most courteous service. The road investigated the complaints and, in many cases, eliminated them quickly and simply.

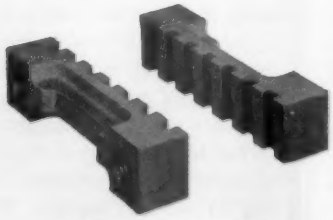
Passengers on one train said they were delayed in detraining because the train crew didn't open enough vestibule doors. Now more doors are being opened. Another complainant contended that insufficient information was being given to passengers at a point where two trains are consolidated. More information is now being given. Still another suggestion proposed relocation of a night train check-in counter to a more convenient and accessible spot. The counter has been relocated.

Little, nagging irritations accounted for most of the complaints and suggestions. But, T&P figures, when you have nothing to sell but service, the old adage "It's the little things that count" adds up to far more than just a cliche.

RAILROAD BEARINGS are MAGNUS' BUSINESS

Today, and tomorrow too,
you can bank on Magnus to give you
the bearing performance you want
at a price you can afford to pay!

Magnus Solid Journal Bearings



Magnus R-S Journal Stops

Magnus Traction-Motor Support Bearings

YES, Magnus is in the railroad bearing business—has been almost from the days of the Tom Thumb! And during this century of specialized service, Magnus has pioneered many significant advances in bearing metallurgy and design—to provide better bearing performance at lowest possible cost.

For example, the recently-introduced Magnus R-S Journal Stops have given railroads the first truly low-cost solution to the hot-box problem. By taking the "slop" out of the journal box, R-S Journal Stops prevent excessive displacement or lifting of the bearing—even under the most severe braking and switching impacts. They increase bearing life 200 per cent, reduce wheel flange wear, protect dust guards—cut operating costs all along the line. Magnus lubricators provide another important link in the chain of improved bearing performance. And in diesel-electric and electric locomotives and MU cars, modern Magnus traction motor support and armature bearings assure trouble-free mileage between motor overhauls.

And Magnus is keeping a weather eye on the *future*, too. With this background of railroad experience, Magnus is continually developing and testing new designs of journal box components for still greater efficiency and economy in railroad service. Whatever the future may hold, of this you can be sure. Tomorrow's rolling stock will ride on Magnus bearings—bearings that are *right for railroads* in performance and in cost. For further information on Magnus bearing products, write to Magnus Metal Corporation, 111 Broadway, New York 6, or 80 E. Jackson Blvd., Chicago 4.

MAGNUS METAL CORPORATION
Subsidiary of NATIONAL LEAD COMPANY

THREE-UNIT DL-640 locomotive handled fast freight assignments on New York Central. It is shown arriving at Selkirk Yard near Albany, N.Y., with 8,400 tons on NY-2, a Chicago-to-New York hotshot.

New Alco Diesel Costs Less

Alco's new DL-640 high-speed freight locomotive began demonstration runs last month.

The new low-profile, short-hood road switcher is a 2,400-hp, four-axle, four-motor unit. It delivers 50% more horsepower per axle than six-motor, six-axle 2,400-hp units like Alco's DL-600 type.

Its first cost is lower than that of the DL-600 because it has fewer components. Repair costs will be lower, Alco predicts, and maintenance will be simplified because the new unit has fewer components.

(A 2,400-hp, six-axle, six-motor road switcher has been available since 1952, and Alco, Fairbanks-Morse, and General Motors all have units of this type. Alco is the first of these builders to channel this much power through four motors in a diesel freight unit. The Alco DL-640 is not, however, the first of this type to be built. General Electric has had two 2,400-hp units with this wheel arrangement in road tests for some time, but has not released data on either design or performance.)

Five DL-640 test units have been built and are now scheduled to make runs on 24 railroads. The units are operating as two locomotives—one with three units, the other with two units.

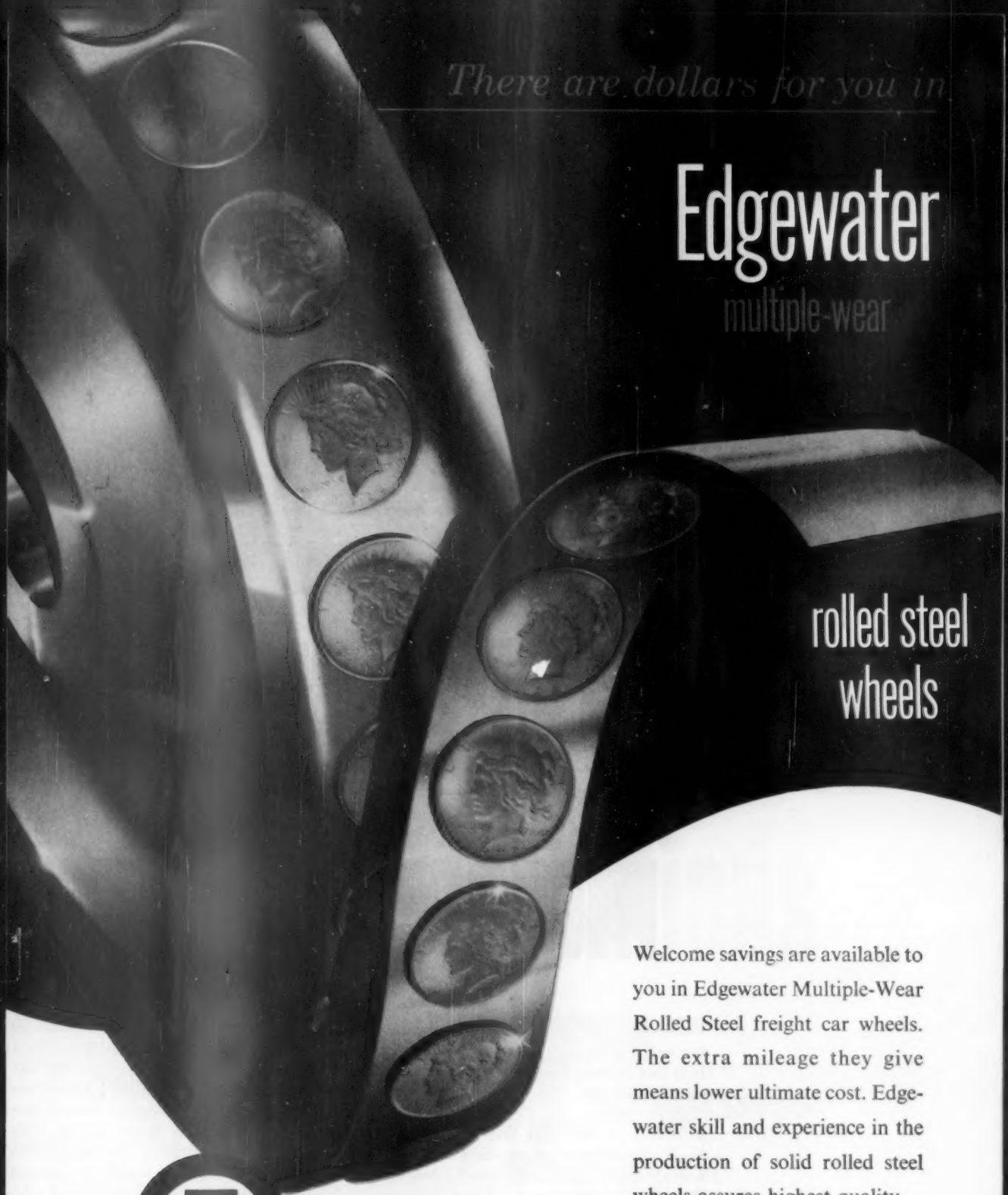
The DL-640 represents no compromise aimed at fitting it for all types of service. Its existence means that a lower cost locomotive is available for use where high continuous tractive effort at low speeds is not required. At high speeds its performance should equal that of any 2,400-hp unit. The DL-640 has a rating of over 18 hp per ton on drivers, compared with the 14 to 15 hp per ton of other 1,800-hp and 2,400-hp units.

The first demonstration run—with the 3-unit locomotive—was made January 11 on New York Central's New York-Chicago LS-1, which hauls Flexi-Van and merchandise cars on a 29-hr schedule. On the return trip, leaving Chicago January 13, the 7,200-hp locomotive powered the NYC's NY-2. Departing Chicago nearly three hours late with an 84-car train, the locomotive delivered the train to Selkirk Yard, near Albany, N. Y., exactly on schedule.

Units used in the NYC demonstration runs are geared for 75 mph. Gear ratios for 65 and 80 mph are also available. The DL-640 unit weighs 256,000 lb. It is 57 ft 2½ in. long, some 9½ ft less than the DL-600-B. Its short front hood has not been designed to house a steam generator. The hood has been cut down in height so that a "picture window" windshield can be installed across the front of the cab. This general arrangement was first introduced on DL-600-B's delivered to the Santa Fe last summer (RA, May 18, 1959, p. 9).

The DL-640 has the same model 251 diesel engine used on other Alco 2,400-hp units. Power from the Vee-type, supercharged engine is transmitted to the drivers through General Electric traction equipment—a GT-581 main generator and four GE-752 traction motors. Dynamic braking is available.

Because of the weight of the unit, its train-starting ability is comparable with that of Alco's current four-axle, 1,800-hp DL-701 road switcher. With only four motors and the 2,400-hp rating, the DL-640's lowest continuous speed available is over 14 mph, compared with the 9-mph range of the six-motor DL-600-B. At all speeds above 15 mph the train-handling ability of the DL-640 will equal that of the DL-600-B.



Welcome savings are available to you in Edgewater Multiple-Wear Rolled Steel freight car wheels. The extra mileage they give means lower ultimate cost. Edgewater skill and experience in the production of solid rolled steel wheels assures highest quality.

PRI MEMBER

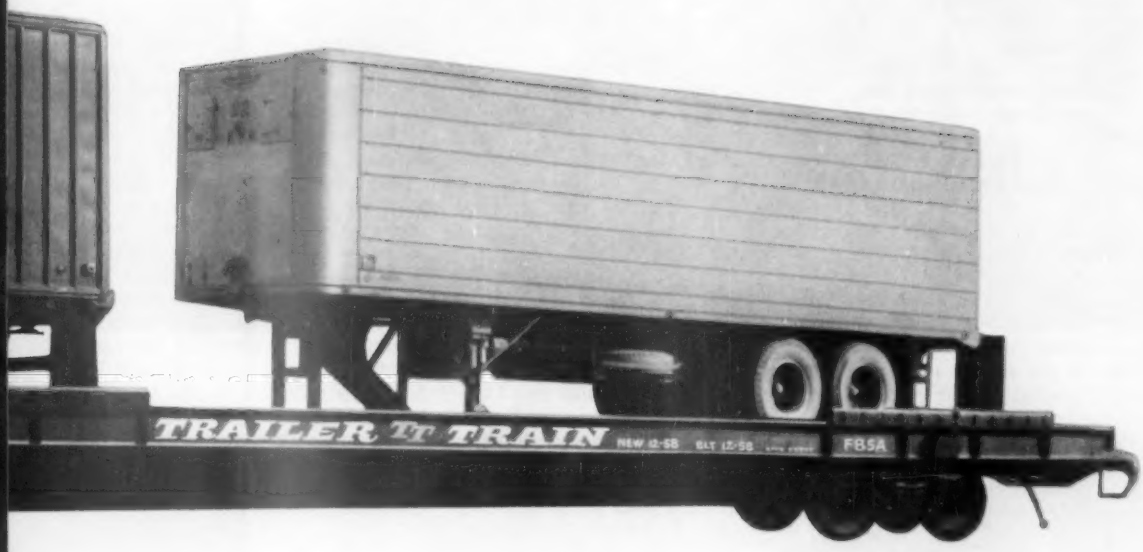
Edgewater Steel Company • P.O. BOX 478 • PITTSBURGH 30, PA.

the ACF 85′ flat car more economical

economy in weight: New lighter construction enables it to carry higher payloads . . . two forty foot or three twenty-seven foot trailers, up to 140,300 lbs.

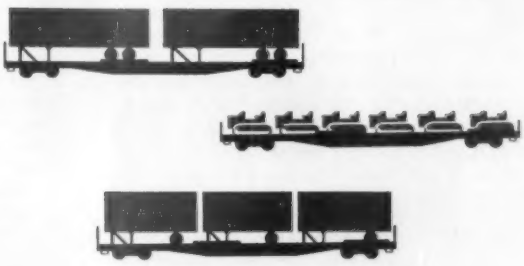
economy in loading: With ACF Retractable Trailer Hitches, as standard equipment, trailers can be loaded and secured in less than three minutes by one man. There is greater cushioning protection, greater safety to trailer and lading without special handling.

economy through versatility: Car will accommodate all sizes and types of trailers without special attachments on the trailers. With slight modifications, the car may be used for most types of farm and construction equipment or military vehicles.



helps railroads achieve piggyback operations

economy of initial and long-run cost:
Car delivered complete with ACF Trailer Hitches, combination side sill and guide rail, anchor safety chain and bridge plates. Save on maintenance as well as initial cost.



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SAN FRANCISCO

RRs Seek Perishable Traffic

Handicaps notwithstanding, the railroads are aiming to increase their share of the perishable movement east from California and Arizona. But, Santa Fe Traffic Vice President G. E. Duffy pointed out recently, both the carriers and the perishable industry would stand to gain if railroads were permitted to compete with trucks on an equal basis.

"Unless the same rules are applied," he said, "I am afraid the railroads will continue to suffer and . . . I have a strong feeling that in the long run this will be harmful to the [perishable] industry. For years we have understood that known rates applied without discrimination was of the utmost importance in the orderly marketing of perishable commodities. If this is true and if the movement by exempt trucker grows, it is only natural to believe that a harmful effect in this respect will follow."

Despite declines in traffic, Mr. Duffy noted, the railroads have improved schedules and invested heavily in new equipment. And the perishable industry has had the benefit of hold-downs which have kept rates below levels permitted by ICC-approved percentage increases generally.

A Commission investigation nearing completion now may bring some increases—but the effect can be minimized through heavier loading. Based on the record, Mr. Duffy said, "it is very clear that for the heavier loads there will be either no increase or the increase will be very much less than will be applied for the lighter loads . . . It is now and will be in the future of greatest importance to the industry to figure on ways and means of loading and shipping cars at the highest possible weight in order to obtain the benefit of the lowest possible unit cost."

Incentive rates for heavier loading are also a factor in the equipment situation—particularly where carriers are investing up to $30,000 per unit in large numbers of mechanical refrigerator cars.

The only way such cars can be made to pay, Mr. Duffy declared, "is through obtaining heavier loads and by utilizing them in return movement. They are particularly adapted toward moving perishables under the incentive rates for heavier loading and are adapted toward the movement of ordinary freight westbound because of the size of the car and the fact that they are equipped with dividers [to] bulkhead the freight."

Lower rates at heavier minima loadings are coming into increased use. One example: during the last potato shipping season in Kern county, California, more than 85% of the movement was at a weight bracket of 43,000 pounds—7,000 pounds in excess of the normal weight. The result, Mr. Duffy said, "was a marked reduction in the transportation cost of a bag of potatoes."

Santa Fe's traffic vice president made his comments in addressing the United Fresh Fruit and Vegetable Association's convention in Chicago.

Railroading  After Hours with Jim Lyne

HOME-MADE NAMES—Frank Schuler, public relations director, C&EI, tells me that the second word in West Vienna (Southern Illinois division, C&EI) is pronounced Vy-enny. And Joppa in Little Egypt is made to sound like Joppee. Most everybody knows that Cairo in Little Egypt is Kay-row. In New England, Berlin has its accent on the first syllable.

I'm glad I grew up on the English language, and didn't have to learn it in school. It beats me how a poor foreigner ever learns to spell and pronounce it—when those of us who have lived with it all our lives have such a time doing it correctly.

RIGHT RAIL WEARS FASTER?—There's a big argument going on in the letters-to-editor columns of the French weekly magazine "Paris Match"—on the assertion that, on a north-south railway track the right rail gets more wear than the left. The cause is alleged to be the rotation of the earth. One of the correspondents (identifying himself as an engineer for the French railways) says there have been no measurements made to establish as a fact that the right rail gets heavier wear.

MULTI-LINE ROUTING—Personnel Director Yerby Holman of the WM comments on the piece I had here reporting the many-line routing of a car from Pennsylvania to the Pacific. He asks: "Isn't it just this sort of thing which runs up switching and terminal costs unnecessarily and reduces per-car earnings?"

My answer would be: Yes. But I'd also have to add that, probably, the only answer to the condition is more mergers. Because a multitude of railroads cannot stay in business unless shippers can route their traffic; and, as long as shippers have this freedom, there are bound to be some jokers among them who will make full use of the prerogative.

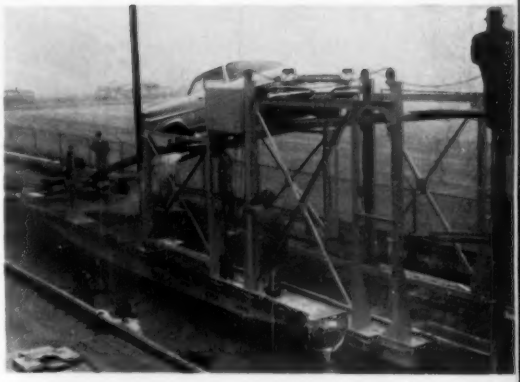
Incidentally, as far as the particular car mentioned here Jan. 5 is concerned, Revenue Auditor N. Y. Schoeplein of the WP tells me its routing was greatly simplified en-route—by diverting it to one-line movement between Kansas City and Salt Lake City.

'SOFT' SALES TECHNIQUE—I've had a lot of mail on this subject since our article about it appeared (RA, Jan. 4, p. 25). One former traffic salesman tells how he had parried questions from customers about the misbehavior of his railroad back in the old days 75 years or more ago. His tactic was to admit the errors and point out that the men who did the misbehaving are now gone. "The people running our railroad today are no more to blame for those things than a modern dairyman is because some farmer, 50 years ago, watered his milk."

This salesman, instead of making assertions to shippers, says he always tried to elicit questions instead. "What you say on cross-examination carries 10 times the weight that the same words make as a direct assertion."

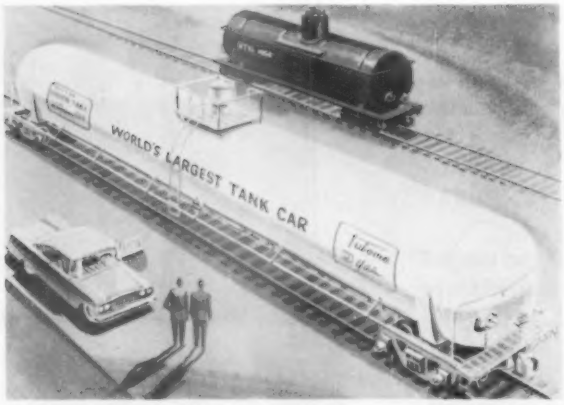
Also, this salesman didn't talk primarily about this railroad's service. Instead, what he did was to try to find out what his customer's problems were in marketing his product, and seeing how the railroad could help him solve them. Such selling, he concludes, seldom gets immediate business—but, persisted in, it does the job.

FRISCO TRI-LEVEL AUTO CAR was hustled into operation early this month. Pullman-Standard's Michigan City, Ind., plant built 85-ft, 138,000-lb car in 21 days. Car is fitted with P-S 10-in. travel cushion underframe. Height over guard rails is 16 ft 10 in., and loaded height is 18 ft 4 in., well within clearances of Frisco lines where car is to be used.



LOADING RAMP FOR TRI-LEVEL was built by Frisco shops on existing flat car, for use during test runs. Each deck of tri-level flat has its own piggyback-style bridge plates to facilitate loading. All corners of the big car are equipped with ladders to give automobile drivers access to any of the three decks. Compact or standard autos can be handled.

What's New in Rolling Stock



LIQUEFIED PETROLEUM GAS will be moving in two 85-ft, 30,000-gal. tank cars this spring. Union Tank Car Co. is building Hot-Dog design cars for Tuloma Gas Products Co.

ALUMINUM-COVERED HOPPERS being built for Southern by Magor Car Corp. are in three sizes, including smallest—this 2,600 cu ft design with light weight of 43,600 lb.

Lenkurt.... datatel

- Frequency-shift telegraph carrier system with operating speeds up to 100 words per minute.
- *Fully transistorized* equipment capable of operating directly from 48 volts d.c. (or 115-volt, 60-cycle power supply if desired).
- Low power consumption—only 2.5 watts dissipation per channel!
- Transistorized circuitry with a receiving relay of extreme reliability for exceptional flexibility in loop arrangements. A multimeter and VTVM are normally the only test instruments required.
- Frequency-shift operation affords greatest tolerance to level changes with smaller variations in bias.
- Presence or absence of carrier can be used for signaling or supervision, as in TWX or TLX service.
- Partially equipped systems can be installed with only one or two channels—expanded in small steps thereafter.
- *One* channel unit type is common to *all* channels. Frequency-determining networks are plug-in, simplifying spare equipment requirements.
- Compact. Less than 2.5 rack spaces per channel required for fully equipped terminal assemblies.

Check these features!

Lenkurt Type 23A Datatel 16-Channel Terminal

the **new** dimension in system communications

Adds high-speed telegraph, telemetering, remote control and digital transmission to any communication circuit

Lenkurt Type 23A Datatel telegraph carrier equipment offers a fully transistorized frequency shift system capable of great flexibility with minimum maintenance. It is designed to operate over voice-frequency circuits, whether physical, carrier-derived or radio.

Because of its unusual versatility, the 23A can be used initially for carrier telegraph *up to 100 wpm* —used now or later for automation.

Provisions are made for the simultaneous operation of 18 channels on a 4-wire circuit, or 9 channels on a 2-wire circuit. Eight additional 4-wire channels or four 2-wire channels are provided above the v-f range, between 3550 and 5050 cps.

AE-Lenkurt is equipped to handle *all* your communication needs—from planning and installation to equipment and supplies. *There's never need to look elsewhere.*

For full information on Lenkurt Datatel and companion equipment, as well as AE telephone equipment and supplies, call your Automatic Electric representative, or mail coupon today.

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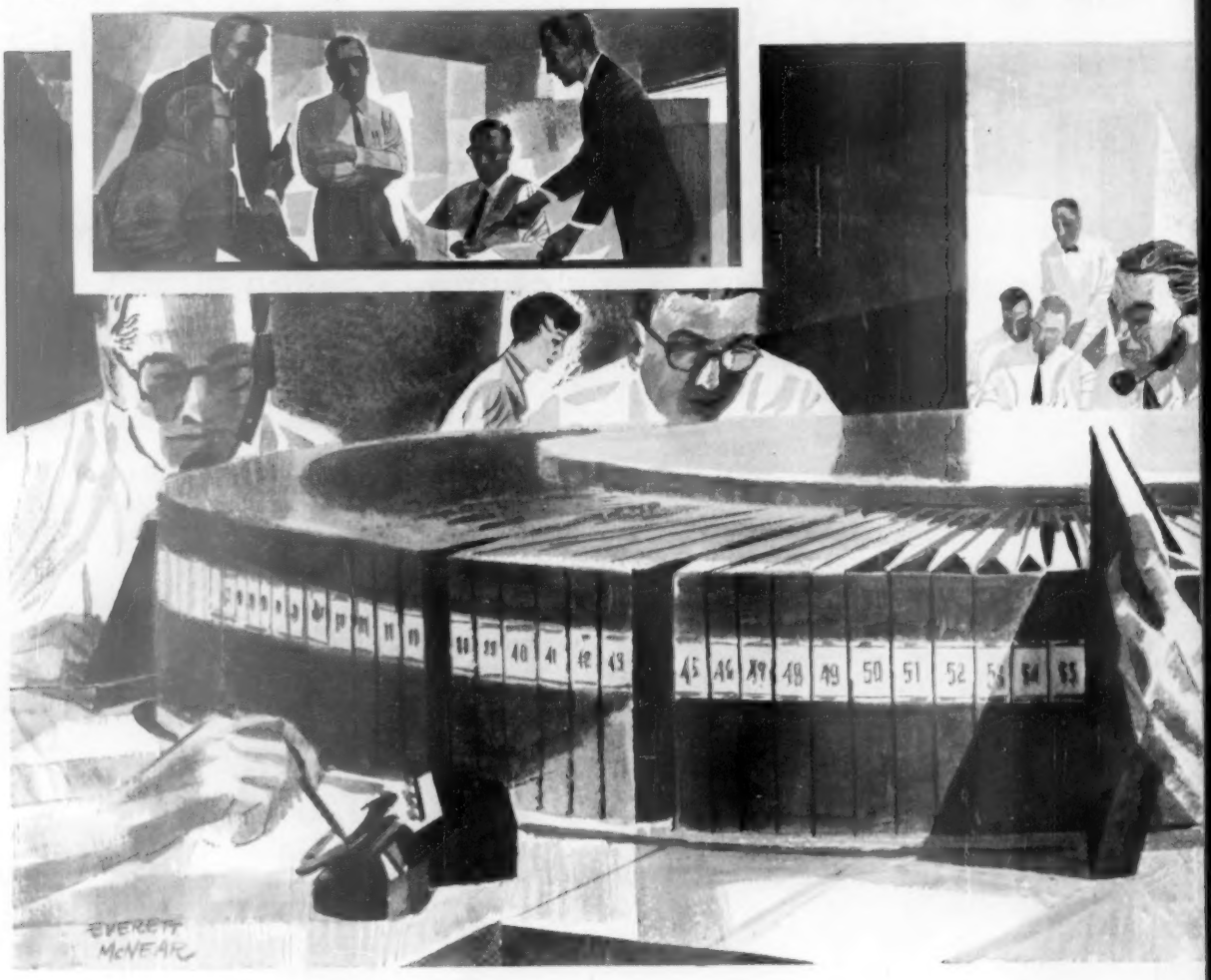
In Canada: Automatic Electric Sales (Canada) Ltd.,
185 Bartley Dr., Toronto 16, Ont.

SOMETHING **NEW** IN RAILROADING...

"CREATIVE CREWS"



How they turned a car-tracing table into a whole new concept of car-control

IT'S CALLED **CARSCOPE!**

All we asked for was a car-tracing table.

We gave the assignment to one of our Creative Crews, requesting an extra-efficient set-up.

The men in this particular Creative Crew come from different departments of the Milwaukee Road. From Traffic, Rates, Operation, Accounting. They have special skills and, like all of our Creative Crews, they applied fresh, new, imaginative thinking to the problem.

They came up with a fresh, new, imaginative solution —CARSCOPE.

Instead of just a car-tracing table, they built a whole new department for *you!* With a phone call to this one department, shippers now can **order special type cars, trace, expedite, divert or reconsign** any one of 50,000 carload shipments rolling over our roadbed every day. Tracing your car is only a matter of minutes. Diversion

of the Milwaukee Road

or reconsignment can be effected at your request, in the same short period of time.

Most important and unusual, our new Central Freight Service Department is *staffed with specialists*. When you call with a problem, a qualified person is put to work on it. He knows what you're talking about because he has had in-the-field experience with exactly that type of problem. He works for you and with you.

This combination—of a central unit to perform all 5 vital functions, and the staffing of that unit with expert help instead of clerks alone—adds up to a new concept of *control over carload shipments*. *You* get the benefits! *You* make the savings. *You* exercise the control!

CARSCOPE is the kind of forward-looking, *creative* way of doing business that has made the Milwaukee Road America's resourceful railroad.

Route of the Super Dome Hiawathas and Western Cities fleet

Aluminum Protects B&O Cars

Baltimore & Ohio recently equipped 50 box cars with 42-in. high aluminum linings developed by Aluminum Company of America. Tongue-and-groove panel design, it is claimed, simplifies installation; lining is fixed to side posts with blind rivets. Horizontal side panels decrease in thickness from base to top, giving maximum impact strength at bottom and producing smooth transition to wood siding at top. End panels are applied vertically. Weight is 1,150 lb per car, slightly higher than wood.

Simmons-Boardman Acquires Railway Educational Bureau

The Railway Educational Bureau, Omaha, Nebr., a 45-year-old organization engaged in apprenticeship training programs for railroads, has been acquired by Simmons-Boardman Publishing Corp., New York.

A. J. McGinnis, president of Simmons-Boardman, announced the acquisition. B. Charles Walters, supervisor of apprentice training, Rock Island, Moline, has been appointed director of the Bureau. He will assume his duties at the Omaha headquarters March 1.

The Bureau publishes training materials, including textbooks, for use in apprenticeship programs in the mechanical, signaling and other railroad departments. Classroom courses range up to four years in length, and supplement regular on-the-job training. At present, the organization has training contracts with 15 Class I railroads.

Simmons-Boardman publishes a number of business papers, including—in the railway field—a newsweekly, four monthly magazines, and a quarterly Spanish-language edition. These publications are Railway Age, Railway Locomotives & Cars, Railway Signaling & Communications, Railway Track & Structures, Railway Purchases & Stores, and Selecciones del Railway Age.

In addition, the company maintains an extensive book publishing operation. Current titles include books about railroad operations, economics and regulation, as well as specialized engineering works about railroad locomotives, freight and passenger cars, and track and roadway.

"This acquisition of the Railway Educational Bureau will strengthen Simmons-Boardman's ability to serve the railroad industry by supplementing the numerous publications we now have," Mr. McGinnis said. He noted that business papers themselves provide an important educational service at the management and engineering levels, while the Bureau will expand this into all levels of railroad personnel.

Courses presently offered by the Bureau cover all phases of the locomotive and car department, the signaling department and supervisory training. Immediate plans call for the addition of courses covering maintenance of way and engineering, and purchases and stores.

The Bureau was founded in 1914 by Dexter C. Buell, who died in Omaha Jan. 21 at the age of 78 (RA, Feb. 1, p. 36).

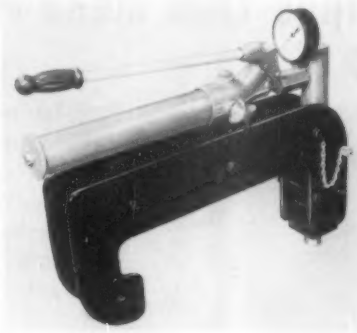
Big N&W Locomotive Order Is Completed

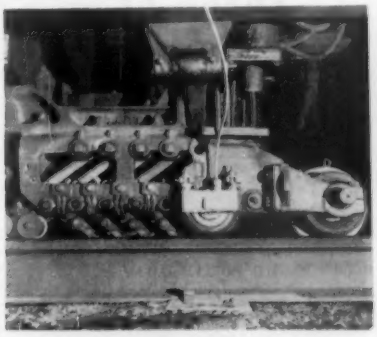
The Norfolk & Western has received the final unit of the 192-locomotive order it placed in June 1958.

The 1,800-hp general purpose diesel was "delivered" by Richard L. Terrell, vice president of General Motors and general manager of the Electro-Motive Division. To mark the occasion, Mr. Terrell presented a gold-plated control lever to N&W President Stuart T. Saunders.

N&W has acquired 529 diesel locomotives since it began to switch from steam four and a half years ago. The 192-locomotive order was one of the largest ever placed by a railroad with one manufacturer of diesel locomotives.

New Products Report





Sliding Rail Joints

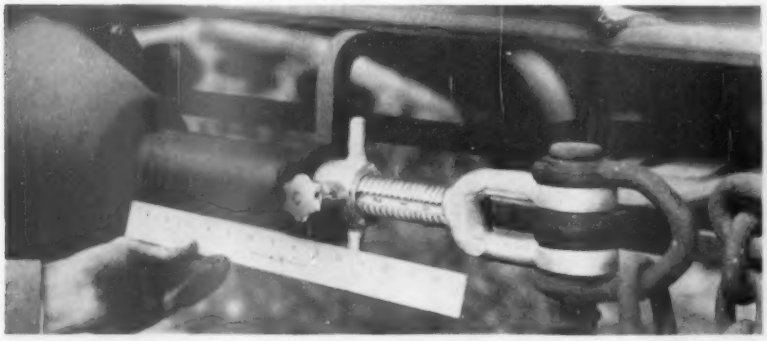
A sliding joint is available for installation in welded track, on curves and on approaches to bridges and trestles. It is claimed to reduce stresses in rail and structures and prevent rail buckling or separation at joints. Each joint weighs about 2,400 lb and includes a fixed casting and a sliding wing rail. The casting is constructed in conformance with AREA specifications and is held in place on the ties by standard fasteners. The wing rail consists of standard AREA rail that slides within the casting as the rail expands or contracts. The joint shown in the picture provides a normal movement of 24 in., 12 in. each way from the neutral point. The manufacturer states that movements greater than 24 in. can be provided. The sliding joint is available constructed of open-hearth materials throughout or with a manganese casting and open-hearth wing rail. Heat treatment of the wing rail is optional. *Conly Frog & Switch Company, Dept. RA, 362 Bodley Avenue, Memphis 9, Tenn.*

Spring Switch Gage

This spring switch compression gage simplifies the many circuit controller, lock rod, and buffer tests made on spring switches by measuring actual pressure exerted by the switch point against the stock rail. The unit weighs 28 lb and consists of a frame of two parallel steel hooks to which is pivoted a piston plunger. A cylinder fits over the plunger and acts as the air pump for obtaining operating pressure. A pin locks the cylinder and plunger in either operating or carrying position. A gage indicates the applied pressure up to 3,000 lb. Pressure can be released by a quarter-turn pressure release valve. The parallel hook frame is placed over the stock rail with the plunger end against the side of the open switch point. Moving the handle back and forth builds up a pressure that forces the open point towards the stock rail and pulling the normally closed point away from its position. Readings of the pressure can be noted at any point in the test. *Pettibone Mulliken Corp., Dept. RA, 4700 Division St., Chicago.*

Ultrasonic Rail Testing

Transverse defects in rail heads can now be detected throughout the entire length of the rail, including the joint areas, it is claimed, by the use of ultrasonic testing equipment which is being installed on the Sperry fleet of detector cars. It is stated that with the new equipment small defects existing on the surface of the rail can be readily screened out so that more serious defects can be distinguished. The new system is made up of three major components: the transducer wheels, the detector control center and the tape recorder. The transducer wheels are mounted at the rear of the main brush carriages. The sound is coupled onto the rail by means of a film of water which is applied as part of the standard test procedure. The detection control center contains the ultrasonic instrumentation for scanning and monitoring the rail. The tape recorder records this information by one pen which deflects right for right rail defects or left for left rail defects. *Sperry Products, Inc., Dept. RA, Danbury, Conn.*



Manual Slack Adjuster

This manual slack adjuster is a telescoping push-rod which, it is said, requires no welding or riveting. It can be installed in about 3 min. by one man. It adjusts both trucks simultaneously from 12 to 7 in. in less than a minute from side of car. Each of its six parts can be renewed separately. It is cadmium dichromate plated and uses the Acme type thread. *Spring Packing Corp., Dept. RA, 332 S. Michigan Ave., Chicago 4*

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Painstaking research can develop an excellent cleaning product. Strict quality-control standards can assure that it will be duplicated in quantity. But unless, at the point of use, there is a practical, down-to-earth understanding of the special problems that product is designed to solve . . . it cannot work to full advantage.

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Products like these have made Wyandotte the name to know for dependable cleaners to meet every railroad requirement:

Wyandotte-468 solvent emulsion cleaner and degreasing compound (synthetic type).

Wyandotte-11 heavy duty vat cleaner.

Wyandotte-85 mild acid exterior railroad equipment cleaner.

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New Aerowash-A all-purpose alkaline cleaner (liquid).

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to give its customers
the finest rail service available.

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A. J. Greenough, President,
Pennsylvania Railroad

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF NOVEMBER AND ELEVEN MONTHS OF CALENDAR YEAR 1959

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1959	Total (inc. misc.) 1958	Operating expenses: Maint. Way and Structures: Total 1959	Total 1958	Deprec and Retirements	Maint. Equipment: Total 1959	Total 1958	Deprec. and Retirements	Traffic	Transportation	Total 1959	Total 1958	Operating ratio: 1959	1958	Net from railway operation	Railway tax accruals	Net Railway operating income: 1959	1958
Akron, Canton & Youngstown	Nov.	171	429	....	440	428	52	55	6	61	63	15	47	139	348	348	79.2	81.4	92	49	16	17
	11 mos.	171	5,261	....	5,406	4,732	640	578	61	815	712	164	498	1,654	4,111	3,833	76.0	81.0	1,296	729	354	195
Alabama, Tenn. & Northern	Nov.	214	283	....	255	319	50	58	6	139	77	6	4	136	333	150	130.6	46.9	—78	Cr.78	—79	77
	11 mos.	214	3,652	....	3,106	2,854	548	545	70	250	229	62	48	974	1,859	1,814	59.8	63.6	1,247	284	154	266
Atchison, Topeka & Santa Fe	Nov.	12,992	43,357	2,601	51,028	51,531	5,748	6,976	735	9,509	9,083	2,435	1,391	18,502	37,352	38,256	73.2	74.2	13,676	5,254	5,254	5,697
	11 mos.	13,040	489,848	35,794	578,534	537,481	73,713	67,798	8,873	115,565	103,986	25,672	15,453	205,794	436,489	402,746	75.4	74.9	142,046	79,563	53,475	56,102
Atlanta & St. Andrews Bay	Nov.	81	358	....	362	357	36	30	3	27	30	8	9	76	171	163	47.1	45.8	192	82	69	74
	11 mos.	81	3,618	....	3,672	3,897	434	368	38	338	326	86	81	828	1,923	1,790	52.4	45.9	1,749	795	567	745
Atlanta & West Point	Nov.	93	236	17	312	304	50	39	8	50	47	14	18	132	272	261	87.0	85.8	41	20	—4	3
	11 mos.	93	2,652	237	3,483	3,344	473	408	87	575	566	158	197	1,471	2,951	2,996	84.7	89.6	532	200	71	—97
Western of Alabama	Nov.	133	277	16	332	311	40	44	10	59	52	19	20	133	275	267	82.8	85.7	57	37	20	34
	11 mos.	133	3,185	216	3,833	3,574	548	489	106	652	609	208	221	1,509	3,164	3,022	82.6	84.6	669	459	208	219
Atlantic Coast Line	Nov.	5,267	11,025	801	12,874	12,387	1,450	1,360	121	2,396	2,409	636	483	5,097	10,051	9,827	78.1	79.3	2,823	1,650	619	1,093
	11 mos.	5,295	118,127	12,924	142,017	136,099	19,715	19,510	1,954	26,030	25,853	6,834	5,243	56,893	115,455	113,267	81.3	83.2	26,562	12,050	8,820	7,493
Charleston & West. Carolina	Nov.	343	460	....	474	629	91	108	6	84	86	28	19	214	424	410	89.5	65.3	50	45	8	99
	11 mos.	343	5,766	....	5,895	6,450	1,246	1,286	82	1,008	939	314	224	2,046	4,707	4,545	79.9	70.5	1,188	795	415	742
Baltimore & Ohio	Nov.	5,917	28,467	1,015	32,461	33,265	3,726	3,707	425	6,554	6,656	1,108	871	13,914	26,613	27,256	82.0	81.9	5,849	1,295	2,447	2,500
	11 mos.	5,917	319,099	13,101	360,107	351,688	39,874	36,225	5,399	66,224	61,720	12,228	10,520	154,245	292,176	282,028	81.1	80.2	67,931	22,347	25,035	27,416
Staten Island Rap. Tran.	Nov.	29	174	86	271	274	71	55	12	42	36	2	2	154	301	274	109.8	99.9	—30	49	—99	—70
	11 mos.	29	2,066	929	3,068	3,104	622	611	139	436	404	19	24	1,726	3,171	3,126	103.3	100.7	—103	540	—887	—784
Bangor & Aroostook	Nov.	602	925	17	981	931	229	223	21	227	252	110	31	286	851	909	86.7	97.6	130	310	—54	203
	11 mos.	602	11,245	256	11,975	12,938	2,869	3,096	226	3,012	3,109	1,235	359	3,726	10,888	11,279	90.9	87.2	1,088	1,908	1,354	2,310
Bessemer & Lake Erie	Nov.	203	1,841	....	2,329	1,930	705	215	492	523	445	138	36	390	1,800	1,316	77.3	68.2	529	Cr.212	894	458
	11 mos.	203	17,133	....	18,230	17,350	3,286	2,724	711	6,879	5,479	1,520	419	4,678	16,884	15,131	92.6	87.2	1,347	3,046	2,609	2,051
Boston & Maine	Nov.	1,557	4,774	462	5,607	6,325	488	771	99	786	920	220	166	2,438	4,215	5,014	75.2	79.3	1,392	591	371	574
	11 mos.	1,557	53,823	6,556	66,363	70,425	8,207	9,846	1,655	9,411	9,629	2,949	1,648	29,622	52,964	58,128	79.8	82.5	13,398	5,476	2,148	1,425
CPR in Maine	Nov.	234	488	41	558	445	64	100	20	93	80	17	26	163	375	389	67.3	87.4	182	31	102	—23
	11 mos.	234	7,283	508	8,105	6,865	1,358	1,345	223	1,159	1,020	191	161	2,039	4,988	4,735	61.5	69.0	3,117	378	1,942	1,011
Carolina & Northwestern	Nov.	285	393	....	399	275	38	39	7	31	28	21	6	88	174	153	43.6	55.7	225	25	145	44
	11 mos.	285	3,208	....	3,275	2,925	504	518	78	342	326	232	59	842	1,967	1,900	60.0	65.0	1,308	236	819	406
Central of Georgia	Nov.	1,745	3,190	88	3,473	3,621	400	486	43	752	679	194	176	1,411	2,924	3,024	84.2	83.5	549	277	334	463
	11 mos.	1,750	36,920	1,298	40,438	38,855	6,081	6,216	485	7,849	7,190	2,089	1,930	16,019	33,994	33 438	84.1	86.1	6,444	2,949	3,609	3,587
Central of New Jersey	Nov.	597	3,436	474	4,277	4,569	411	495	96	716	756	175	74	1,995	3,415	3,687	79.9	80.7	861	324	229	276
	11 mos.	597	39,157	5,261	48,181	49,440	5,358	5,804	1,049	8,432	8,440	1,845	827	23,411	40,544	41,461	84.1	83.9	7,638	4,450	614	705
Central Vermont	Nov.	375	748	48	870	884	160	190	21	108	115	9	21	345	672	701	77.2	79.3	198	57	17	—4
	11 mos.	375	8,248	541	9,634	9,766	2,402	2,843	203	1,186	1,153	103	216	3,866	8,104	8,629	84.1	88.4	1,530	606	—420	—995
Chesapeake & Ohio	Nov.	5,122	25,670	400	27,666	30,817	3,700	3,420	483	4,932	4,965	1,896	800	10,219	21,298	21,573	77.0	70.0	6,368	1,682	4,620	6,317
	11 mos.	5,122	295,015	5,419	317,676	324,543	36,430	34,830	5,388	55,551	55,893	20,610	9,152	116,373	235,963	231,859	74.3	71.4	81,713	35,489	50,555	57,210
Chicago & Eastern Illinois	Nov.	862	2,231	142	2,711	2,970	333	371	31	542	514	178	146	1,155	2,353	2,352	86.8	79.2	358	241	—75	242
	11 mos.	862	28,473	1,821	33,322	32,542	3,904	4,091	330	5,646	5,385	1,832	1,610	13,068	26,132	25,982	78.0	79.8	7,190	2,488	2,212	1,853
Chicago & Illinois Midland	Nov.	121	612	....	631	564	38	32	8	102	98	23	30	147	365	344	57.8	61.0	267	150	108	99
	11 mos.	121	6,603	....	6,780	5,582	452	424	87	1,106	1,129	254	332	1,614	4,000	3,882	59.0	69.5	2,780	1,571	1,119	656
Chicago & North Western	Nov.	9,280	13,257	1,484	16,086	17,161	2,575	2,541	296	2,865	3,168	951	554	7,243	14,249	14,873	88.5	86.7	1,847	1,176	—369	—12
	11 mos.	9,285	163,504	16,799	197,098	197,560	31,833	29,645	4,057	33,590	31,883	10,914	6,082	84,778	168,340	163,127	85.4	82.6	28,758	14,612	3,347	8,792
Chicago, Burl. & Quincy	Nov.	8,681	17,409	1,854	21,423	22,184	2,698	2,706	290	3,425	3,810	1,075	585	8,592	16,297	16,710	78.1	75.3	5,127	2,841	1,579	2,132
	11 mos.	8,685	197,745	18,685	240,458	234,433	33,360	30,712	4,360	45,138	41,341	11,570	7,006	95,937	192,843	181,709	80.2	77.5	47,615	24,438	17,235	21,619
Chicago Great Western	Nov.	1,469	2,376	8	2,594	2,693	343	476	42	360	360	129	123	968	1,879	1,878	72.4	69.7	715	221	191	314
	11 mos.	1,469	29,070	92	31,318	32,101	4,551	5,078	480	4,597	4,687	1,432	1,378	10,608	22,067	22,275	70.5	69.4	9,251	3,339	3,281	3,908
Chic., Milw. St. P. & Pac	Nov.	10,599	14,523	1,131	17,755	19,514	2,486	2,844	416	3,268	3,282	905	570	7,892	15 447	15,382	87.0	81.4	2,309	1,524	45	1,439
	11 mos.	10,593	185,730	13,818	222,269	223,856	34,836	35,368	4,550	38,672	38,599	8,784	6,211	89,590	180,059	182,859	82.4	81.7	39,230	17,836	12,024	15,053
Chicago, Rock Is. & Pac.	Nov.	7,524	12,855	1,359	15,965	16,630	1,867	2,218	230	3,029	3,042	1,075	546	6,839	13,305	13,694	83.3	82.3	2,661	1,072	596	735
	11 mos.	7,536	168,086	15,134	201,915	189,925	26,406	24,285	2,884	35,187	32,547	6,973	6,107	80,300	158,835	148,095	78.7	78.0	43,080	18,325	10,066	11,920
Clinchfield	Nov.	293	1,751	....	1,758	1,925	199	236	24	329	330	105	65	442	1,104	1,171	62.8	60.8	654	198	564	659
	11 mos.	293	19,179	5	19,289	19,246	2,391	2,526	244	3,545	3,550	1,174	716	4,824	12,213	12,211	63.3	63.4	7,076	2,236	6,407	6,580
Colorado & Southern	Nov.	712	998	69	1,230	1,400	155	205	16	207	180	80	36	533	998	1,058	81.1	75.6	232	129	106	150
	11 mos.	714	12,008	738	14,488	14,546	2,646	1,960	270	2,591	2,227	830	399	5,987	12,438	11,335	86.3	77.9	1,970	1,177	579	1,318
Ft. Worth & Denver	Nov.	1,362	2,164	141	2,554	2,650	265	636	31	337	270	46	67	943	1,733	1,993	68.4	75.2	802	273	163	150
	11 mos.	1,362	20,241	1,595	24,375	24,113	3,779	3,478	332	3,255	3,051	506	843	9,607	18,879	17,812	77.5	73.9	5,496	1,730	930	1,627
Colorado & Wyoming	Nov.	39	144	....	194	275	18	14	2	31	40	12	2	87	151	183	77.4	66.4	44	32	3	32
	11 mos.	39	1,723	....	2,904	3,123	194	200	23	385	383	137	21	1,012	1,787	1,991	60.5	60.9	1,149	698	381	433
Delaware & Hudson	Nov.	764	3,542	122	3,817	3,901	347	378	64	760	706	218	102	1,382	2,870	2,895	75.2	74.2	957	468	518	456
	11 mos.	764	39,891	1,417	42,179	42,494	4,579	4,915	680	7,738	7,203	2,217	1,151	15,624	32,227	32,499	76.4	76.5	9,953	4,693	5,700	4,174
Delaware, Lack. & Western	Nov.	941	4,152	720	5,647	5,938	553	717	155	1,044	1,079	344	197	3,011	5,144	5,515	91.1	92.9	492	701	—289	—311
	11 mos.	924	49,445	8,157	65,669	70,074	5,919	8,004	1,699	11,246	11,973	3,814	2,154	34,185	57,653	62,954	87.8	89.8	8,016	7,467	—671	—1,568
Denver & Rio Grande Western	Nov.	2,128	5,992	165	6,351	6,544	612	553	101	899	955	326	226	1,944	3,958	4,150	62.3	63.4	2,393	1,405	1,060	1,289
	11 mos.	2,130	63,805	2,698	68,921	70,455	7,987	7,829	1,119	10,335	10,318	3,542	2,594	22,304	46,570	46,089	67.6	65.4	22,351	12,464	10,052	12,023
Detroit & Toledo Shore Line	Nov.	50	479	....	523	643	53	62	4	69	81	24	22	219	380	400	72.6	62.2	143	51	20	60
	11 mos.	50	6,491	....	7,016	6,158	663	658	43	889	794	263	227	2,539	4,507	4,185	64.2	68.0	2,509	935	515	318
Detroit, Toledo & Ironton	Nov.	465	1,494	....	1,585	1,831	195	205	50	486	401	152	59	479	1,297	1,236	81.8	67.5	288	133	181	467
	11 mos.	465	18,497	....	19,477	15,956	2,696	2,191	381	4,512	3,875	1,603	616	5,436	14,312	12,578	73.5	78.8	5,165	1,319	3,601	2,324
Duluth, Miss. & Iron Range	Nov.	556	2,970	....	3,495	1,887	379	399	73	558	645	196	11	2,191	3,427	2,153	98.0	114.1	68	253	—172	—177
	11 mos.	556	24,898	11	29,357	35,725	5,199	5,254	814	6,246	6,888	2,168	140	11,694	26,121	26,488	89.0	74.1	3,236	2,893	224	3,072
Duluth, South Shore & Atlantic	Nov.	544	483	2	527	503	89	91	10	92	99	26	35	235	473	426	89.8	84.7	54	49	—10	40
	11 mos.	544	5,992	25	6,412	6,094	1,251	1,154	113	1,295	1,112	287	375	2,270	5,386	5,163	84.0	84.7	1,026	396	452	486

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF NOVEMBER AND ELEVEN MONTHS OF CALENDAR YEAR 1959

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Operating Revenues: Pass.	Operating Revenues: Total (inc. misc.) 1959	Operating Revenues: Total (inc. misc.) 1958	Operating Expenses: Maint. Way and Structures: Total 1959	Maint. Way and Structures: Total 1958	Maint. Way and Structures: Deprec. and Retirements	Maint. Equipment: Total 1959	Maint. Equipment: Total 1958	Maint. Equipment: Deprec. and Retirements	Traffic	Transportation	Total 1959	Total 1958	Operating ratio 1959	Operating ratio 1958	Net from railway operation	Railway tax accruals	Net Railway operating income 1959	Net Railway operating income 1958
Duluth, Winnipeg & Pacific	Nov.	175	483	2	496	563	100	73	20	54	53	1	8	178	350	344	70.5	61.0	146	45	19	88
	11 mos.	175	5,327	9	5,397	5,627	1,246	929	72	646	644	13	82	2,003	4,096	3,746	75.9	66.5	1,301	478	—92	511
Elgin, Joliet & Eastern	Nov.	205	2,048	....	2,731	4,270	229	240	29	434	598	122	45	1,356	2,359	2,641	86.4	61.9	372	205	28	565
	11 mos.	205	29,525	....	38,933	39,192	3,022	2,997	313	7,186	9,747	1,178	491	15,855	30,174	31,204	77.4	79.6	8,759	4,913	1,737	1,912
Erie	Nov.	2,240	10,497	518	12,167	12,753	1,268	1,158	239	2,262	1,946	558	361	5,990	10,412	10,284	85.6	80.6	1,754	1,029	—59	758
	11 mos.	2,213	122,682	5,958	140,610	139,007	15,862	15,327	2,519	23,734	21,618	6,037	4,013	68,028	119,886	116,350	85.3	83.7	20,724	12,917	—505	1,843
Florida East Coast	Nov.	572	1,998	251	2,542	2,901	441	479	49	592	612	118	84	998	2,283	2,437	89.8	84.0	260	251	—201	49
	11 mos.	572	23,038	4,068	29,882	31,246	4,457	4,535	539	6,001	5,987	1,294	977	11,843	25,193	25,323	84.3	81.0	4,689	2,357	—59	1,194
Georgia Railroad	Nov.	321	499	13	605	727	88	98	7	120	116	35	40	293	579	590	95.7	81.1	26	43	7	121
	11 mos.	321	6,127	171	7,294	7,206	1,031	955	90	1,352	1,205	379	443	3,420	6,660	6,264	91.3	86.9	634	451	361	783
Georgia & Florida	Nov.	321	259	....	265	296	56	68	6	36	44	10	23	79	220	234	83.5	79.3	45	18	11	25
	11 mos.	321	3,057	....	3,129	3,026	786	761	61	440	404	92	250	993	2,701	2,509	86.3	82.9	428	201	—32	103
Grand Trunk Western	Nov.	951	2,746	205	3,323	4,331	520	646	34	936	836	109	101	2,130	3,925	4,122	118.1	95.2	—602	384	—1,513	—692
	11 mos.	951	44,771	2,410	51,903	47,569	7,568	7,802	745	10,038	9,274	1,214	1,046	26,112	47,528	45,567	91.6	95.8	4,375	4,359	—6,721	—7,839
Great Northern	Nov.	8,291	18,049	728	20,273	21,357	2,838	3,027	430	3,760	3,816	894	558	7,520	15,641	15,686	77.2	73.4	4,632	2,224	2,086	2,720
	11 mos.	8,292	208,554	9,065	233,614	231,739	36,989	35,656	3,733	43,738	41,816	9,652	6,231	82,723	180,959	175,330	77.5	75.7	52,655	28,792	20,489	23,818
Green Bay & Western	Nov.	219	321	....	335	344	27	25	5	40	39	9	27	124	242	223	72.3	64.8	93	44	16	36
	11 mos.	219	4,185	....	4,300	4,202	696	778	81	698	832	96	310	1,384	3,146	3,170	73.2	75.4	1,153	561	248	267
Gulf, Mobile & Ohio	Nov.	2,752	6,142	224	6,831	6,812	1,018	980	113	1,331	1,181	303	299	2,330	5,341	5,197	78.2	76.3	1,490	558	486	453
	11 mos.	2,752	67,639	2,499	75,135	73,371	10,162	10,371	883	14,917	14,449	3,301	3,327	25,480	57,734	58,049	76.8	79.1	17,481	7,940	5,012	4,775
Illinois Central	Nov.	6,500	18,516	1,646	22,580	22,802	3,094	3,108	426	4,090	3,430	802	656	8,646	17,572	17,127	77.8	75.1	5,008	2,624	1,538	2,324
	11 mos.	6,461	203,018	20,192	247,951	241,198	35,321	33,463	4,451	45,585	43,129	9,221	7,021	95,232	195,409	190,334	78.8	78.9	52,543	27,894	17,192	19,969
Illinois Terminal	Nov.	334	750	....	857	918	99	83	8	151	154	31	46	309	661	690	77.1	75.1	196	68	31	87
	11 mos.	334	8,782	....	9,773	10,970	1,159	1,248	36	1,994	1,670	337	537	3,872	8,179	8,068	83.7	73.5	1,594	392	18	942
Kansas City Southern	Nov.	891	3,311	66	3,737	3,663	239	284	64	561	440	113	101	1,136	2,165	2,074	57.9	56.6	1,573	687	658	749
	11 mos.	891	36,993	799	41,703	38,890	3,138	2,958	550	5,778	5,115	1,201	1,083	12,776	24,190	22,773	58.0	58.6	17,512	7,334	7,324	7,027
Kansas, Oklahoma & Gulf	Nov.	327	426	....	427	393	36	52	8	48	39	12	33	91	235	241	55.1	61.3	192	87	67	44
	11 mos.	327	4,957	....	4,976	4,738	633	703	83	389	308	131	379	1,941	2,750	2,666	55.3	56.3	2,226	959	795	808
Lake Superior & Ishpeming	Nov.	160	364	....	461	398	47	43	11	56	71	35	2	162	288	240	62.4	60.3	173	42	140	122
	11 mos.	160	2,939	....	3,573	4,100	844	622	125	678	711	345	24	1,059	2,822	2,593	79.0	63.2	752	489	423	775
Lehigh & Hudson River	Nov.	96	258	....	258	281	24	32	2	29	36	8	14	111	195	205	75.4	73.1	63	26	....	8
	11 mos.	96	3,028	....	3,033	2,982	312	374	28	318	405	92	170	1,225	2,217	2,302	73.1	77.2	816	347	91	—2
Lehigh & New England	Nov.	177	486	....	491	583	51	69	7	185	130	41	15	207	507	486	103.2	83.3	—16	39	78	181
	11 mos.	177	5,507	....	5,567	6,206	671	743	77	1,860	1,479	532	207	2,312	5,590	5,418	100.4	87.3	—23	387	957	1,682
Lehigh Valley	Nov.	1,127	4,160	126	4,490	4,503	485	522	96	718	941	145	123	2,275	3,512	4,288	85.3	95.2	658	463	53	—446
	11 mos.	1,128	45,236	1,603	49,677	52,888	5,818	6,615	1,086	8,366	9,512	1,759	1,534	26,291	44,505	48,045	89.6	93.8	5,172	5,069	—1,563	—3,092
Long Island	Nov.	344	964	4,572	5,767	5,463	776	892	146	1,056	988	169	42	2,924	5,019	4,906	87.0	89.8	748	427	85	13
	11 mos.	344	11,492	49,680	63,400	62,307	8,867	8,727	1,178	12,105	11,889	1,856	480	32,028	55,827	54,380	88.1	87.3	7,573	4,334	840	1,808
Louisiana & Arkansas	Nov.	746	2,004	34	2,187	1,991	144	182	22	317	234	98	83	668	1,290	1,224	59.0	61.5	897	456	337	326
	11 mos.	746	21,712	451	25,380	22,176	2,076	2,012	227	3,354	3,131	1,082	882	7,459	14,528	14,225	62.6	64.1	8,752	4,458	3,111	2,914
Louisville & Nashville	Nov.	5,696	16,933	562	18,920	19,251	2,078	2,697	315	3,756	4,112	1,160	496	7,253	14,501	15,787	76.6	82.0	4,419	2,954	1,901	1,665
	11 mos.	5,697	185,467	7,568	208,817	206,510	27,712	29,693	3,466	42,033	42,819	12,367	5,457	82,189	167,244	171,806	80.1	83.2	41,573	30,490	16,735	17,968
Maine Central	Nov.	936	1,803	23	1,976	1,910	370	331	31	346	332	84	29	731	1,590	1,588	80.5	83.1	386	178	173	148
	11 mos.	941	20,488	582	22,512	22,925	4,123	4,144	317	4,095	4,089	921	346	8,519	18,401	18,686	81.7	81.5	4,111	2,111	1,575	1,575
Minneapolis & St. Louis	Nov.	1,391	1,535	....	1,593	1,689	225	277	32	327	326	101	119	584	1,397	1,463	87.7	86.8	196	136	82	146
	11 mos.	1,391	19,163	9	19,800	20,702	3,071	3,149	332	3,429	3,309	1,076	1,317	7,096	16,453	16,104	83.7	77.8	3,347	1,886	1,339	1,944
Minn., Northfield & Southern	Nov.	77	308	....	334	394	24	24	2	37	39	13	32	90	219	213	65.5	54.0	115	66	36	75
	11 mos.	77	3,805	....	3,997	4,220	266	257	26	446	425	141	361	1,037	2,502	2,336	62.6	55.4	1,495	843	536	727
Minn., St. P. & S. Ste. Marie	Nov.	3,222	3,044	32	3,253	3,392	717	688	51	667	597	144	119	1,344	3,031	2,950	93.2	87.0	222	193	41	166
	11 mos.	3,222	36,393	667	39,222	39,867	8,071	7,227	583	7,458	6,998	1,558	1,237	15,570	34,622	32,814	88.3	82.3	4,600	2,052	1,620	3,104
Missouri Illinois	Nov.	172	508	....	511	563	37	52	4	73	64	40	13	174	264	259	51.7	57.2	246	74	174	146
	11 mos.	172	5,143	....	5,198	4,522	485	707	53	950	930	423	149	1,422	3,153	3,203	60.6	70.8	2,045	1,485	1,128	786
M-K-T Lines	Nov.	2,918	3,943	72	4,392	4,845	447	432	142	850	1,044	262	185	1,591	3,293	3,537	75.0	73.0	1,099	335	318	418
	11 mos.	2,918	48,601	822	53,990	55,960	5,772	5,889	1,017	11,172	10,866	2,877	2,013	19,034	40,400	41,805	74.8	74.7	13,590	3,777	3,703	4,136
Missouri Pacific	Nov.	9,428	20,283	751	23,683	24,654	3,294	3,405	366	4,136	3,783	1,100	699	9,455	18,542	18,447	78.3	74.8	5,141	1,741	2,242	3,138
	11 mos.	9,459	240,854	9,940	277,904	266,197	38,104	38,937	3,886	47,840	45,888	11,965	7,573	107,152	211,702	204,712	76.2	76.9	66,202	22,374	29,569	30,583
Monon	Nov.	541	1,566	25	1,707	1,722	267	269	20	313	279	77	103	669	1,453	1,431	85.1	83.1	254	105	84	119
	11 mos.	541	16,844	375	18,490	18,301	2,701	2,655	233	3,339	3,114	844	1,116	7,404	15,686	15,443	84.8	84.4	2,804	1,107	1,005	1,014
Monongahela	Nov.	177	418	....	420	384	70	64	12	54	50	11	1	151	287	256	68.4	66.7	133	27	67	225
	11 mos.	177	4,740	....	4,768	4,213	749	725	139	601	597	121	10	1,818	3,365	3,182	70.6	75.5	1,403	189	630	—218
New York Central	Nov.	10,361	40,448	5,556	54,603	56,432	5,381	5,810	1,105	11,100	9,700	2,464	1,103	26,117	46,521	46,766	85.2	82.9	8,081	5,810	308	3,632
	11 mos.	10,413	471,886	62,639	626,641	595,742	65,858	64,279	11,931	120,100	105,500	26,542	11,560	295,884	526,528	509,199	84.0	85.5	100,113	63,156	18,425	7,710
Pitts. & Lake Erie	Nov.	221	2,001	33	2,102	2,492	307	238	78	763	920	328	67	925	2,260	2,511	107.5	100.8	—158	428	633	726
	11 mos.	221	25,403	363	27,160	28,447	3,958	4,385	719	9,236	10,038	3,550	708	11,090	27,253	29,058	100.3	102.1	—93	4,359	7,023	6,704
New York, Chic. & St. L.	Nov.	2,170	11,706	99	12,334	12,393	1,247	1,204	160	1,931	1,798	477	356	4,600	8,581	8,522	69.6	67.1	3,753	1,533	1,673	1,675
	11 mos.	2,172	129,605	1,452	136,483	128,740	14,872	14,209	1,778	22,299	20,764	5,120	3,892	51,550	97,924	94,244	71.8	73.2	38,559	18,098	15,832	13,611
New York, N. H. & H.	Nov.	1,762	5,875	3,559	11,242	12,402	1,575	1,358	283	1,795	1,778	512	261	5,819	10,354	10,026	92.1	80.8	888	5,810	—1,487	16
	11 mos.	1,762	71,387	41,442	131,860	135,899	16,430	16,360	3,191	19,598	20,964	5,174	2,675	64,666	113,620	114,491	96.2	84.2	18,240	10,948	—8,146	—3,426
New York Connecting	Nov.	21	240	....	280	450	87	68	25	12	13	....	....	80	183	166	65.1	36.8	98	88	—20	174
	11 mos.	21	3,201	....	3,544	3,999	805	1,208	279	146	170	....	....	946	1,938	2,370	54.7	59.3	1,606	972	370	431
New York, Sus. & Western	Nov.	100	326	15	358	362	17	35	6	53	52	11	9	170	285	308	80.0	85.1	72	35	—10	—18
	11 mos.	104	3,347	187	3,700	3,860	436	433	70	879	891	116	96	1,879	3,333	3,410	90.1	88.4	367	360	—437	—336

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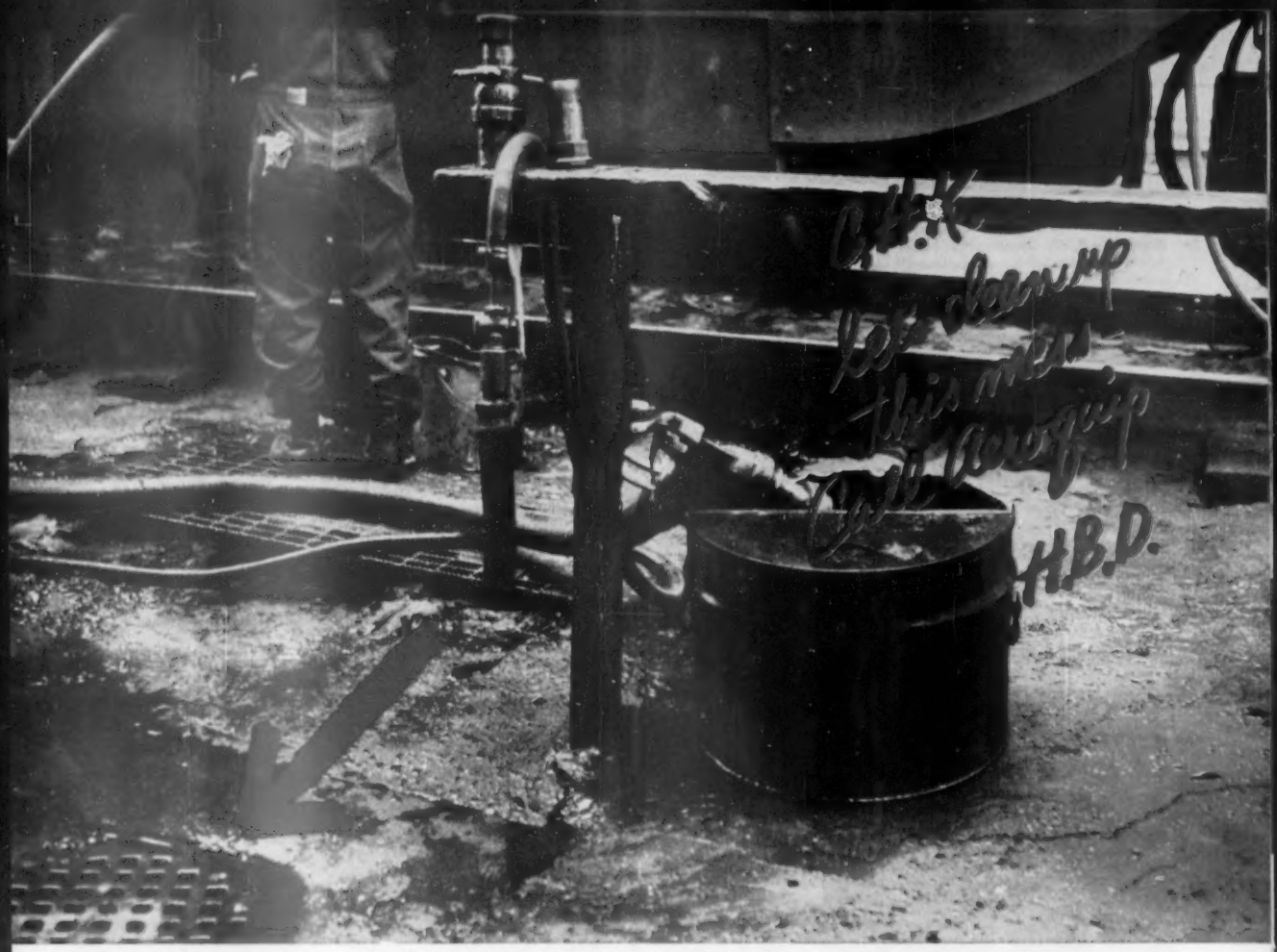
a RAILWAY AGE Service Page

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF NOVEMBER AND ELEVEN MONTHS OF CALENDAR YEAR 1959

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1959	1958	Operating Expenses: Maint. Way and Structures: Total 1959	Total 1958	Deprec. and Retirements	Maint. Equipment: Total 1959	Total 1958	Deprec. and Retirements	Traffic	Transportation	Total 1959	Total 1958	Operating ratio 1959	1958	Net from railway operation	Railway tax accruals	Net Railway operating income 1959	1958
Norfolk & Western	Nov.	2,137	15,159	174	16,143	16,642	1,882	1,376	385	2,561	2,339	1,144	381	4,365	10,092	9,588	62.5	57.6	6,051	2,434	4,850	4,804
	11 mos.	2,138	172,108	2,282	183,154	186,580	19,604	22,907	3,861	30,980	34,200	12,389	3,959	50,323	113,998	124,183	62.2	66.6	69,206	25,404	47,097	37,466
Norfolk Southern	Nov.	592	815	....	835	809	183	207	15	124	114	49	49	248	668	692	80.0	85.6	167	166	—213	—100
	11 mos.	592	8,914	....	9,064	8,519	2,078	2,095	158	1,463	1,358	393	559	2,917	7,733	7,404	85.3	86.9	1,332	666	66	165
Northern Pacific	Nov.	6,834	12,256	433	13,770	14,767	1,576	2,261	330	2,313	2,897	754	398	5,716	10,868	12,441	78.9	84.2	2,902	2,933	1,266	1,256
	11 mos.	6,830	151,740	5,470	169,285	164,418	25,660	22,059	4,355	29,342	30,352	8,374	4,558	65,320	134,980	130,454	79.7	79.3	34,304	23,127	13,756	15,955
Northwestern Pacific	Nov.	328	1,015	1	1,020	919	218	208	129	75	70	3	10	307	635	616	62.3	67.0	384	148	76	40
	11 mos.	328	12,819	6	12,923	11,135	2,349	1,690	256	894	881	28	89	3,730	7,337	7,523	56.8	67.6	5,586	2,218	1,244	574
Pacific Electric	Nov.	358	845	....	971	981	207	174	28	55	60	4	20	511	898	817	92.6	83.3	72	166	—213	—100
	11 mos.	360	11,137	....	12,716	11,673	2,045	1,845	266	598	586	39	229	6,232	10,231	9,425	80.5	80.7	2,484	1,499	—509	—267
Pennsylvania	Nov.	9,920	56,578	8,105	74,766	74,779	6,904	6,596	1,478	14,011	13,551	2,625	1,085	32,575	58,205	59,143	77.8	79.1	16,562	5,598	5,085	4,901
	11 mos.	9,920	616,686	94,615	810,853	773,337	78,886	82,364	16,046	162,010	150,295	32,310	13,099	367,663	665,859	656,457	82.1	84.9	144,993	62,657	26,691	10,967
Penn.-Reading S. S. Lines	Nov.	338	566	51	635	606	166	175	25	130	127	26	7	472	826	837	130.0	138.0	—190	75	—441	—475
	11 mos.	346	6,156	1,071	7,450	7,536	2,337	2,203	732	1,440	1,353	284	94	5,363	9,823	9,548	131.9	126.7	—2,373	891	—4940	—4,494
Piedmont & Northern	Nov.	126	550	....	562	493	55	50	5	41	32	10	32	96	270	227	48.0	46.1	292	145	85	93
	11 mos.	126	5,144	....	5,255	4,726	486	540	53	389	317	105	343	993	2,631	2,436	50.1	51.5	2,624	1,342	732	712
Pittsburgh & West Virginia	Nov.	132	694	....	693	679	125	139	25	149	159	45	69	202	600	667	86.7	98.3	92	33	53	40
	11 mos.	132	7,073	....	7,147	7,348	1,682	1,497	272	1,716	1,649	499	797	2,332	7,174	7,048	100.4	95.9	—27	7	202	430
Reading	Nov.	1,303	7,858	511	9,011	9,114	1,049	939	214	1,864	1,686	493	169	4,040	7,567	7,098	84.0	77.9	1,444	455	701	1,143
	11 mos.	1,303	84,657	5,482	97,251	97,315	12,285	12,723	2,139	18,892	17,528	5,247	2,099	43,678	82,050	81,562	84.4	83.8	15,201	4,646	6,974	8,479
Richmond, Fred. & Potomac	Nov.	118	1,179	305	1,851	1,925	148	153	27	310	266	67	26	663	1,274	1,284	68.8	66.7	578	364	127	181
	11 mos.	118	13,788	4,376	21,699	21,929	1,659	1,775	251	3,212	3,072	738	316	7,692	14,510	14,711	66.9	67.1	7,189	4,204	2,093	2,393
Rutland	Nov.	391	355	....	381	350	72	74	5	62	56	16	29	155	345	342	90.6	97.7	36	32	—1	—21
	11 mos.	391	3,932	....	4,225	4,226	842	807	93	653	625	196	322	1,734	3,854	3,796	91.2	89.8	371	334	—8	75
St. Louis-San Francisco	Nov.	4,558	9,212	188	10,229	9,880	1,441	1,503	179	1,725	1,755	694	378	4,077	8,040	7,942	78.6	80.4	2,189	822	1,103	1,165
	11 mos.	4,567	100,298	2,386	110,781	104,120	16,891	14,886	2,107	18,785	17,763	6,672	3,921	43,645	89,618	84,802	80.9	81.4	21,163	8,209	10,677	11,166
St. Louis-S. F. & Texas	Nov.	143	397	2	419	442	19	46	3	22	24	1	23	147	222	243	53.0	55.0	197	95	47	99
	11 mos.	143	4,437	32	4,720	4,111	297	463	46	299	266	13	252	1,670	2,648	2,752	56.1	67.0	2,072	836	585	315
St. Louis Southwest. Lines	Nov.	1,556	4,771	3	4,872	5,060	522	488	89	778	494	185	182	1,530	3,496	3,083	71.8	69.9	1,376	553	616	838
	11 mos.	1,556	59,001	61	60,050	55,033	6,386	7,505	949	7,590	7,358	2,105	2,054	19,865	38,077	37,017	63.4	67.3	21,973	9,987	9,439	8,393
Savannah & Atlanta	Nov.	144	302	....	314	349	51	59	2	67	57	19	16	114	262	250	83.3	71.5	53	22	26	61
	11 mos.	144	3,581	....	3,746	3,541	562	645	19	704	634	212	183	1,274	2,861	2,789	76.4	76.5	886	384	428	499
Seaboard Air Line	Nov.	4,147	11,299	864	13,344	13,116	1,617	1,694	333	2,663	2,587	732	498	4,971	10,422	10,126	78.1	77.2	2,922	1,334	1,343	1,618
	11 mos.	4,147	123,262	11,656	146,731	140,842	18,636	19,917	2,417	27,128	28,125	7,766	5,032	53,208	111,652	112,387	76.1	79.8	35,079	15,610	17,298	16,452
Southern Railway	Nov.	6,269	19,326	700	21,904	22,749	2,451	3,322	379	3,394	4,021	969	494	6,962	14,566	15,069	66.5	69.9	7,337	3,346	3,431	3,428
	11 mos.	6,269	218,598	9,559	246,816	232,538	30,893	34,279	3,835	41,260	40,127	10,470	5,405	78,145	169,435	169,864	68.6	73.0	77,382	35,189	35,586	33,300
Alabama Great Southern	Nov.	328	1,113	29	1,293	1,353	225	266	52	259	311	82	40	499	1,130	1,188	87.4	87.9	163	94	17	330
	11 mos.	328	13,057	473	15,083	14,346	2,563	2,748	403	3,443	3,321	901	445	5,364	12,996	12,858	86.2	89.6	2,088	1,047	643	713
Cinn., N. O. & Tex. Pac.	Nov.	337	2,571	57	2,869	3,049	674	645	120	629	737	223	81	853	2,440	2,489	85.0	81.6	429	211	380	693
	11 mos.	337	33,069	887	36,237	33,062	6,410	6,670	891	7,711	7,483	2,447	896	9,623	26,826	26,695	74.0	80.7	9,411	4,339	6,520	4,971
Georgia Southern & Florida	Nov.	397	593	20	694	967	87	29	12	72	85	10	23	252	494	475	71.2	49.1	200	47	25	233
	11 mos.	397	8,024	346	9,244	8,781	1,300	1,524	134	947	881	116	253	2,957	6,132	6,281	66.3	71.5	3,111	710	598	30
New Orleans & Northwestern	Nov.	203	745	22	841	1,044	221	231	58	185	205	86	27	250	762	795	90.6	76.1	79	87	48	185
	11 mos.	203	9,222	347	10,358	10,543	2,206	2,114	315	2,185	2,173	930	298	2,838	8,391	8,066	80.8	76.5	1,998	1,496	996	1,299
Southern Pacific	Nov.	8,066	35,579	1,804	39,968	41,186	5,320	5,368	681	10,255	9,774	2,536	751	16,043	34,591	34,594	86.4	84.0	5,417	3,190	1,724	3,094
	11 mos.	8,068	451,742	24,532	505,476	469,330	59,097	58,127	5,913	112,156	104,455	27,257	8,729	191,139	394,680	378,677	78.1	80.7	110,796	56,156	43,939	42,185
Texas & New Orleans	Nov.	4,093	9,863	220	10,719	11,047	2,069	1,612	630	1,719	1,670	204	254	4,141	8,780	7,997	81.9	72.4	1,939	657	226	841
	11 mos.	4,157	118,676	3,200	128,667	123,738	21,732	20,373	2,694	18,679	17,614	2,189	2,790	47,296	97,198	92,742	75.5	75.0	31,468	12,641	6,751	6,858
Spokane International	Nov.	150	256	....	263	222	69	30	3	31	26	9	5	67	181	135	68.8	60.9	82	62	—1	52
	11 mos.	150	3,137	....	3,247	3,453	557	552	36	291	346	111	57	820	1,940	2,007	56.7	58.1	1,407	652	476	636
Spokane, Portland & Seattle	Nov.	936	2,483	62	2,724	2,566	440	403	60	448	439	139	35	1,174	2,214	2,032	81.3	79.2	510	Cr. 249	649	297
	11 mos.	936	28,539	906	31,503	29,690	4,929	4,784	649	5,150	5,060	1,413	382	11,493	23,283	22,577	73.9	76.0	8,221	2,638	4,617	3,565
Tennessee Central	Nov.	284	339	....	360	338	45	48	5	56	51	21	15	120	261	256	72.4	75.7	100	25	28	20
	11 mos.	284	3,645	4	3,821	3,718	485	461	57	564	548	237	184	1,337	2,832	2,771	74.1	74.5	989	263	276	261
Texas & Pacific	Nov.	1,828	5,004	264	5,961	6,315	830	792	103	1,112	1,043	281	223	2,486	5,019	4,878	84.2	77.2	943	321	289	642
	11 mos.	1,831	57,586	3,535	67,883	66,245	9,103	8,974	1,121	11,691	11,634	3,024	2,306	28,145	55,289	53,279	81.4	80.4	12,594	4,911	3,541	4,093
Texas Mexican	Nov.	161	225	....	249	245	59	55	6	30	36	11	12	86	211	209	84.5	88.2	39	15	—6	—2
	11 mos.	161	3,002	....	3,326	3,411	664	656	65	365	379	125	136	985	2,415	2,345	72.6	68.8	910	392	132	241
Toledo, Peoria & Western	Nov.	239	573	....	684	556	56	62	7	56	49	14	52	175	385	361	63.8	65.0	219	94	59	60
	11 mos.	239	6,913	1	7,164	6,814	846	850	75	570	581	142	558	1,893	4,339	4,146	60.6	60.8	2,825	1,221	839	885
Union Pacific	Nov.	9,743	36,133	1,795	41,020	44,214	4,389	3,894	538	7,315	8,143	2,335	1,250	14,757	29,906	30,398	72.9	68.8	11,114	5,915	3,304	5,751
	11 mos.	9,747	411,899	25,405	471,675	460,596	56,036	58,085	6,181	87,223	84,796	24,396	13,559	165,762	347,712	338,322	73.7	73.5	123,962	67,979	34,351	40,640
Virginian	Nov.	608	3,261	....	3,368	4,153	390	441	69	474	656	285	68	751	1,862	2,098	55.3	50.5	1,506	650	1,249	1,298
	11 mos.	608	40,418	....	41,983	45,687	5,236	4,940	878	7,347	7,250	3,117	694	8,770	23,579	23,272	56.2	50.9	18,404	8,395	12,476	12,795
Wabash	Nov.	2,392	7,846	411	9,311	9,667	1,013	1,073	355	1,219	1,454	467	345	4,447	7,474	7,882	80.3	81.5	1,836	693	373	507
	11 mos.	2,392	94,425	4,693	110,210	102,737	13,036	11,925	1,673	15,605	15,864	4,960	3,821	51,095	88,554	84,181	80.4	81.9	21,656	7,350	5,602	8,373
Ann Arbor	Nov.	294	662	16	682	782	76	77	10	161	138	44	36	361	657	617	96.4	87.9	25	58	—54	41
	11 mos.	294	7,869	26	8,066	8,032	969	884	81	1,775	1,659	468	381	3,986	7,380	7,049	91.5	87.8	686	624	—188	324
Western Maryland	Nov.	843	3,429	....	3,580	4,076	666	461	61	821	803	293	112	1,219	3,024	2,896	84.5	71.1	557	351	591	962
	11 mos.	844	38,585	....	40,267	41,609	6,023	5,627	544	8,770	8,387	3,064	1,346	13,763	32,224	31,395	80.0	75.5	8,043	4,592	7,234	8,765
Western Pacific	Nov.	1,188	3,757	119	3,973	4,421	582	545	90	693	624	221	235	1,673	3,518	3,155	88.6	71.3	455	124	224	639
	11 mos.	1,188	45,641	2,127	49,073	47,606	6,129	6,189	897	7,615	7,287	2,402	2,669	17,815	37,656	35,711	76.7	75.0	11,417	4,730	5,669	6,791
Wisconsin Central	Nov.	1,931	2,181	15	2,401	2,483	344	310	52	338	416	110	105	1,162	2,095	2,124	87.3	85.6	396	221	—121	38
	11 mos.	1,931	27,610	267	29,681	29,528	4,056	3,646	485	4,767	4,767	1,198	1,124	12,950	24,555	23,725	82.7	80.3	5,126	2,167	807	2,117



Here's Where Oil Pollution Starts

FUEL SPILLAGE AND COMMUNITY DRAIN AND WATER SYSTEMS DON'T MIX

Spillage of diesel fuel at the loading platform can lead to serious community relations problems. Community sewage systems have been found to present a dangerous fire hazard from oil pollution many city blocks away from the fueling platform. Sewage disposal plants have claimed faulty operation due to oil pollution. In rural areas where overflow into streams has occurred, health hazards to livestock and humans have resulted.

In many cases, due to the use of inadequate fueling devices, railroads have been forced to spend large sums on concrete platforms and oil separation facilities in an effort to solve these problems. However these do not solve the problem at its source.

The best answer is the Aeroquip Automatic Fueling Unit. It is designed specifically to eliminate fuel spillage and overflow during refueling operations. Last year, class I railroads lost approximately 1% of their fuel in this manner. They paid a staggering 3 million dollars for fuel that was wasted.

The Aeroquip Unit provides full tank fueling at high flow rate. Hand-topping is eliminated; shut-off is automatic. Manpower needs are reduced. The unit installs in less than two hours on any diesel locomotive. Maintenance by railroad personnel is simple. Write for information.

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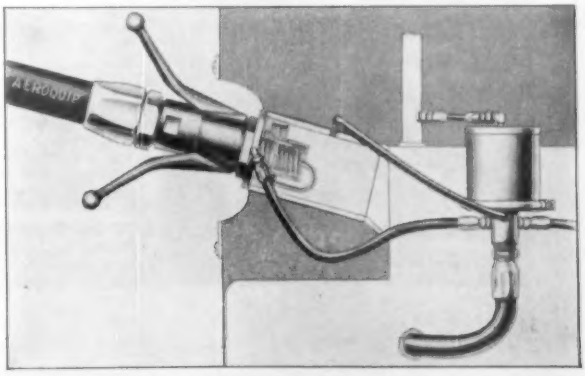
Aeroquip

REG. TRADEMARK



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People in the News

ALASKA.—**A. R. Sessions** and **Edwin M. Fitch** appointed assistants to general manager, Seattle, Wash., and Washington, D. C., respectively.

Herbert R. Phillips, superintendent of stores, Anchorage, appointed superintendent of procurement and supply. **John W. Miles,** general procurement officer, Anchorage, retired.

Fred W. Hoefler appointed traffic manager—rates and tariffs, Anchorage. **C. Phillip Hibdon** named traffic agent, Anchorage.

ATLANTIC COAST LINE.—**Ben H. Brown,** traffic manager of the **Charleston & Western Carolina,** Augusta, Ga., appointed assistant freight traffic manager, ACL at that point.

Headquarters of **J. W. Hawthorne,** chief mechanical officer, transferred to Jacksonville, Fla., from Wilmington, N.C.

R. J. Councill appointed general industrial geologist and **J. F. Johnston** named general industrial forester, Wilmington.

J. D. Taylor and **J. E. Johnson** appointed assistant general freight agents and **J. R. Fisher** named assistant to general freight agent, Wilmington.

Frederic W. Somerton
CNR

Ian D. Sinclair
CPR

J. A. Wright
CPR

H. C. White
CofG

E. Candler Jones
CofG

Francis S. Norton
REA

BALTIMORE & OHIO.—**Herman C. Boyer,** freight representative, Dayton, Ohio, appointed district freight agent, Hamilton, Ohio, succeeding **William Carder, Jr.,** transferred to Omaha, Neb.

BURLINGTON.—**Alvin E. Egbers,** staff officer of the labor relations department, named to the newly created position of director of labor relations.

CANADIAN NATIONAL.—**Frederic W. Somerton,** assistant chief of transportation, Montreal, appointed assistant to vice president of operation at that point, succeeding **W. Turnbull,** retired.

Marshall J. Nickerson, terminal construction engineer, Moncton, N. B., appointed engineer of construction, Atlantic region, succeeding **Robert Keays DeLong,** retired.

G. L. Galloway, superintendent motive power and car equipment, Toronto, appointed assistant general superintendent of motive power there, succeeding **William D. Piggot,** appointed regional work study officer, Toronto. **R. M. Veenis,** superintendent of motive power and car equipment, Montreal, transferred to Toronto, succeeding Mr. Galloway. **W. J. Notley,** superintendent, Stratford shops, succeeds Mr. Veenis. **Walter Wynne,** assistant superintendent work equipment, Toronto, succeeds Mr. Notley.

Edward P. Ronayne, trainmaster, New Glasgow, N. S., appointed assistant superintendent, Bishop's Falls Nfld., succeeding **T. J. Cleary,** retired. **James H. Pike,** acting trainmaster, Bishop's Falls, Nfld., named trainmaster, Moncton, N.B., succeeding **R. Lyall Steeves,** who replaces Mr. Ronayne at New Glasgow.

CANADIAN PACIFIC.—**Ian D. Sinclair,** general solicitor, Montreal, appointed vice president and general counsel, succeeding **F. C. S. Evans,** retired.

J. A. Wright, assistant general solicitor (east), Montreal, promoted to general solicitor. **F. S. Burbidge,** solicitor, named assistant general counsel.

CENTRAL OF GEORGIA.—**H. C. White,** general freight traffic manager, Savannah, Ga., appointed chief traffic officer, succeeding the late **H. M. Croghan,** vice president—traffic (title abolished). **E. Candler Jones,** freight traffic manager, succeeds Mr. White. **Edward J. McCaffrey,** freight traffic manager, promoted to assistant general freight traffic manager. **Charles T. Hopkins,** assistant freight traffic manager, promoted to freight traffic manager, succeeding Mr. Jones. **James F. McKemie,** assistant general freight agent, Birmingham, Ala., named assistant freight traffic manager, Savannah, succeeding Mr. Hopkins. **George W. Stradtman,** general agent, Savannah, promoted to assistant freight traffic manager, and his former position abolished.

CHICAGO & EASTERN ILLINOIS.—**H. R. Sampson,** senior vice president, **E. F. Koncel,** land and tax commissioner, **E. I. O'Connor,** general attorney, and **J. E. Andre,** special assistant, traffic department, retired Jan. 31.

CHICAGO & NORTH WESTERN.—**Harvey H. Matzer** appointed general freight agent—divisions, Chicago. **Charles D. McGehee** named assistant general freight agent—motor common carrier division, Chicago. **John F. Daeschler,** general industrial agent, Chicago, who retired Feb. 1, died Feb. 6.

COTTON BELT.—**James A. Bailey** appointed assistant general freight agent, Tyler, Tex.

DENVER & RIO GRANDE WESTERN.—**R. J. Schneider** appointed district freight agent, Chicago.

ELGIN, JOLIET & EASTERN.—**V. C. Christensen,** superintendent, Gary division, appointed superintendent, South Chicago. **W. A. Ferguson,** superintendent of transportation, Gary, Ind., named superintendent, Gary division—except South Chicago, to replace Mr. Christensen.

ERIE.—**Milford M. Adams,** assistant to comptroller, Cleveland, promoted to assistant comptroller, succeeding **Frank A. MacEwen,** who retired Jan. 31. **Joseph E. Keenan,** special accountant, succeeds Mr. Adams.

Herman G. Violand, assistant to vice president—operations, Cleveland, retired.

GRAND TRUNK WESTERN.—**Waring A. Eddy,** superintendent of terminals, Detroit, appointed superintendent, Chicago division, Battle Creek, Mich., succeeding **Albert G. Thornstrom,** retired.

GREAT NORTHERN.—**K. G. Heimbach** appointed director of truck and trailer-on-flat-car sales.

GULF, COLORADO & SANTA FE.—**Lawrence Cena,** trainmaster, Brownwood, Tex., transferred to Fort Worth, Tex., to replace **H. D. Fish,** promoted to superintendent, Eastern division, Santa Fe, Emporia, Kan. Mr. Fish succeeds **W. R. Henry,** named assistant general manager, GCSF, Galveston, Tex. **C. F. Stanford, Jr.,** trainmaster, Galveston, named to replace Mr. Cena, and in turn is succeeded by **A. N. Wade,** transferred from Temple, Tex. **M. B. Adams** replaces Mr. Wade.

JERSEY CENTRAL.—**Peter R. Broadley,** director of research, locomotive development committee, Bituminous Coal Research, Inc., Dunkirk, N. Y., on leave of absence from the Jersey Central since 1947, recently returned as assistant to vice president and general manager. Mr. Broadley had been mechanical engineer when he left the Jersey Central.

James L. Daly, assistant district attorney for New York County for 17 years, appointed attorney for the Jersey Central at New York.

LACKAWANNA.—**J. C. Castle,** auditor disbursements, New York, promoted to assistant comptroller there, succeeding **John H. O'Neill,** named comptroller of the **Delaware & Hudson. D. J. McIntyre** appointed assistant to comptroller. **N. E. Shay,** assistant auditor disbursements, Scranton, Pa., named auditor of disbursements there.

LOUISVILLE & NASHVILLE.—**H. C. Forman** appointed assistant vice president, Birmingham, Ala.

C. F. Bratton named assistant comptroller, **J. J. Miranda,** assistant to comptroller, and **J. M. Taylor,** general statistician.

MILWAUKEE.—**Francis W. Baker,** district freight traffic manager, New York, appointed traffic manager there. **Steven E. Pilson,** division freight agent, Milwaukee, Wis., named general agent, New York, replacing **Raymond F. Kelaher,** appointed assistant to traffic manager, New York. **Edgar W. Chesterman,** director of Flexi-Van service sales, appointed manager, rail-highway sales, and **Douglas**

A. Keller, traffic analyst in the traffic research department, named assistant manager, rail-highway sales, both at Chicago.

W. F. Bannon, assistant superintendent, Coast division, Tacoma, Wash., appointed assistant superintendent, Chicago Terminals, Bensenville, Ill.

Harry Belond, AAR inspector, retires March 1.

Cormac P. Cassidy, division freight and passenger agent, Des Moines, Iowa, transferred to Davenport, Iowa, to replace **Richard J. Casey,** named division freight agent, Milwaukee, Wis. **A. Stanley Price,** division freight and passenger agent, Miles City, Mont., named to succeed Mr. Cassidy, and in turn is succeeded by **George F. Flynn,** district freight and passenger agent, Spokane, Wash. Mr. Flynn's successor is **Wallace G. Orr,** general agent, Indianapolis, who in turn is replaced by **William P. Morton,** division freight and passenger agent, Great Falls, Mont. **Leo F. Walsh,** division freight and passenger agent, Sioux City, Iowa, succeeds Mr. Morton, and in turn is succeeded by **Howard A. Springer,** traveling freight agent, Milwaukee. **George V. Valley,** assistant general agent, Portland, Ore., appointed district freight and passenger agent, Salt Lake City.

MILWAUKEE MOTOR TRANSPORTATION CO.—Roy R. Miskimins, manager, and **Robert H. Hurst,** appointed assistant vice presidents, Portage, Wis. Mr. Hurst was formerly associated with Canadian Fleetlease, Vancouver, B. C.

MISSOURI PACIFIC.—Richard J. Haley, commercial agent, Cleveland, appointed general agent, Sedalia, Mo., to replace the late **J. F. Downs.**

NEW HAVEN.—Arthur J. Beauton has returned to the New Haven as assistant comptroller. Mr. Beauton retired as deputy comptroller in 1958 and in the interim has been under contract to the U.S. State Dept. as railroad finance and management advisor to the government of Vietnam.

NEW YORK CENTRAL—John P. Bannon appointed assistant coal sales manager, New York. **Donald J. Wyman,** district freight salesman, succeeds Mr. Bannon as district coal sales manager.

Grover C. Kelly, acting assistant to general manager—labor relations, Boston, Mass., appointed assistant to general manager—labor relations there. **John P. Barton** named supervisor wage schedules, Boston.

John L. Niesse, general superintendent of communications, New York, retired.

W. D. Taylor, acting master mechanic, Indianapolis, Ind., appointed master mechanic, Buffalo (N. Y.) division. **Ernest A. Anesi,** assistant master mechanic, Harmon, N. Y., appointed master mechanic, Toledo, Ohio.

NORFOLK & WESTERN.—Eurie P. Petticrew, assistant freight traffic manager, Roanoke, retired Jan. 31.

NORTHERN PACIFIC.—R. L. Johnson, division storekeeper, Tacoma division, Seattle, Wash., appointed district storekeeper, South Tacoma, Wash., succeeding **R. F. Blakeslee,** promoted. **E. K. Beals,** division storekeeper, Yellowstone division, Glendive, Mont., succeeds Mr. Johnson. **R. G. Becker** replaces Mr. Beals.

NORTHERN PACIFIC TRANSPORT CO.—N. K. Sankovich, supervisor of maintenance, Billings, Mont., named assistant superintendent of western operations, Seattle, to succeed **C. W. Hawkes,** appointed to the newly created position of superintendent of western operations, Tacoma, Wash.

PEABODY SHORT LINE.—C. V. Campbell, vice president, East St. Louis, Ill., retired because of ill health. **W. A. Benton,** freight agent, appointed general traffic manager.

PENNSYLVANIA.—Louis T. Henderson, manager-public relations, Northwestern region, Chicago, promoted to area manager-public relations, Northwestern and Southwestern regions.

Ernest L. Wogen, assistant manager-freight rates, Chicago, promoted to manager-freight rates there, to succeed the late **Philip G. Barenbach** (RA, Jan. 25, p. 36). **Kenneth G. Crowl,** assistant manager-freight rates, Philadelphia, named to succeed Mr. Wogen.

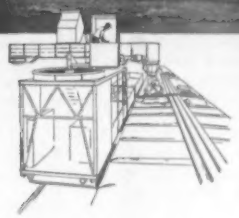
William Glavin, district engineer, Harrington, Del., named district engineer, Chicago.

RAILWAY EXPRESS AGENCY.—Francis S. Norton, former general traffic director of Fisher Body Division, General Motors Corp., appointed assistant vice president—traffic of REA, at Detroit, Mich.

READING.—Frederick J. May, assistant superintendent, car department, Reading, Pa., promoted to superintendent, car department, succeeding **Harry F. Lyons,** retired. **Joseph E. Dattner,** general foreman, freight car shop, Reading, succeeds Mr. May. **Franklin L. Groh,** assistant superintendent, Reading car shop, promoted to superintendent there. **William C. Spang,** general foreman, passenger car shop, Reading, named assistant superintendent, Reading car shop.

(Continued on following page)

THE DIFFERENCE BETWEEN "SLOW" AND "GO" IN BUNKER ICING OPERATIONS



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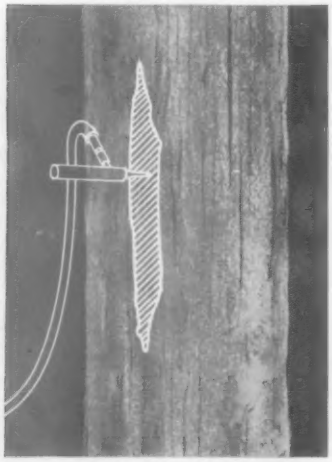

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PEOPLE IN THE NEWS *(Continued from preceding page)*

SANTA FE.—D. L. Quaney, master mechanic at Los Angeles, transferred to Chicago; **E. B. Wood,** master mechanic at Winslow, Ariz., succeeds Mr. Quaney at Los Angeles; **J. F. Kanive,** assistant superintendent locomotive shops, San Bernardino, Cal., succeeds Mr. Wood at Winslow; **G. F. Sgitcovich,** general foreman, Chicago, succeeds Mr. Kanive at San Bernardino; **K. A. Wolfe,** assistant night roundhouse foreman, Barstow, Cal., succeeds Mr. Sgitcovich at Chicago.

SAVANNAH & ATLANTA.—Dr. John G. Sharpley appointed chief surgeon, Savannah, Ga., succeeding **Dr. C. F. Holton,** retired.

SEABOARD.—G. W. Nichols, commercial agent, appointed district freight agent, Pompano Beach, Fla.

SOO LINE.—V. Emigh, terminal trainmaster, Schiller Park, Ill., appointed terminal superintendent there, succeeding **R. O. Jansen,** who retired Jan. 31. **C. W. Siebold** named to replace Mr. Emigh.

SOUTHERN.—Clark Hungerford, Jr., superintendent, **New Orleans & Northeastern,** Hattiesburg, Miss., appointed superintendent, **Alabama Great Southern,** Birmingham, Ala., succeeding **Winfred L. Thornton,** who has been named chief operating officer of the **Florida East Coast** at St. Augustine, Fla. **James A. Johnson,** superintendent, Knoxville, Tenn., transferred to Selma, Ala., succeeding **William L. Hofmann,** transferred to Hattiesburg. **James W. Gessner,** trainmaster at Asheville, N. C., promoted to superintendent, Macon, Ga., succeeding **Terence O'Brien,** transferred to Knoxville.

Walter W. Simpson, Jr., manager, Coster Shop, Knoxville, appointed superintendent of motive power of the system at Knoxville, succeeding **Leland C. Shults,** who retired Dec. 31. **Manley H. Hammett,** master mechanic, Spencer, N. C., succeeds Mr. Simpson as manager of Coster Shop.

Claude R. Colklesser, assistant manager of insurance, appointed manager of insurance, Washington, D. C., succeeding **Carlisle Needham,** retired. **J. Hugh Lowe,** general supervisor, fire prevention, succeeds Mr. Colklesser.

Rush A. Kelso appointed division engineer, **Alabama Great Southern, Woodstock & Blocton, New Orleans & Northeastern** and **New Orleans Terminal,** at Birmingham, Ala.

SOUTHERN PACIFIC.—R. M. Scott appointed superintendent of communications, San Francisco, to replace **A. E. DeMattei,** promoted (RA, Jan. 25, p. 36).

UNION PACIFIC.—Carl H. Mertens, acting general advertising manager, appointed general advertising manager, Omaha, Neb.

WESTERN MARYLAND.—W. Fred Mowen, supervising agent, Hagerstown, Md., promoted to superintendent, Western division, Cumberland, Md., succeeding the late **Joseph M. Miller. James R. Wilson,** traveling auditor, succeeds Mr. Mowen.

Supply Trade

Philip F. Gray, Jr., and **Thomas R. Elmblad** have been named managers of the Boston and Cleveland district sales offices, respectively, **Whiting Corp.,** Harvey, Ill. Mr. Gray was on the sales staff of Whiting's New York domestic office and Mr. Elmblad was in the Pittsburgh office. **J. A. McGlone,** Chicago sales, has been appointed sales manager of Whiting's Trambeam overhead material handling systems at Harvey. **B. L. Heinen,** Houston office, has been transferred to Chicago. **R. A. Rogers** has been transferred from Chicago to the Charlotte district office.

George F. Lytle has been named manager of **Whiting Corporation's** newly formed Pressuregrip Division.

Gregory G. Gagarin has been appointed to the newly created position of mechanical assistant to vice president—foreign operations of **W. H. Miner, Inc.,** at Washington, D. C. **Nils E. Anderson** has been named an assistant vice president, Accounting division.

William E. Withall has been elected executive vice president, **W. H. Miner, Inc. Roland J. Olander** has been appointed manager of the newly created special products department. **Harry W. Mulcahy** named to the newly created position of manager of research and development department.

Raymond C. Schleihs, sales representative in the western territory, **Hunt-Spiller Manufacturing Corp.,** has been appointed general sales manager, Boston, succeeding **Frank W. Lampton,** who retired on Jan. 31.

Gerald F. Fox, a sales engineer with **Dana Corp.** at Toledo, Ohio, has been transferred to the west coast area in a similar capacity.

P. J. Mazziotti, chief engineer of the universal joint division of **Dana Corp.,** has been named manager of research and development. **Myron M. Schall** and **Orville E. Phelps** have been appointed assistant managers of research and development. **John A. Kayser** has been named chief engineer and **James Lyons,** assistant chief engineer of the universal joint division. **R. E. Fletcher** has been appointed chief engineer, mechanical transmission division. **Norman Revenaugh** and **Louis Stuckey** have become assistant chief engineers of production engineering and advanced engineering, respectively, of the mechanical transmission division.

Paul Schroeder, plant superintendent, **Kensington Steel Division** of **Poor & Co.,** has been appointed vice president of manufacturing.

Archie B. Struthers, traffic manager for **Whitehead & Kales Co.,** Detroit, has been named railroad sales representative.

R. L. Frederick, assistant to the president of the **Timken Roller Bearing Co.,** Canton, Ohio, has been appointed to the new position of executive director—International division.

Robert P. Fox and **E. W. Taylor** have joined **American Hoist & Derrick Co.,** St. Paul, Minn., as chief engineer—revolver cranes, hoists and derricks, and manager engineered projects division, respectively. Mr. Fox was formerly chief engineer of Clyde Iron Works of Duluth, Minn. Mr. Taylor was vice president and chief engineer of Industrial Brownhoist Corp. of Bay City, Mich.

E. A. Grimes has been appointed district sales manager of the Allegheny district, **Graybar Electric Company.**

Minnesota Mining and Manufacturing Co. has appointed **Frank H. Shaules** as special representative to midwestern railroads, with headquarters at Chicago.

Current Publications

BOOKS

THE LOUISVILLE & NASHVILLE RAILROAD, 1850-1959, by Kincaid A. Herr. 234 pages, illustrated, with maps and index. Published by L&N Magazine, Louisville, Ky. $3.00.

The original history of the L&N, one of the most comprehensive of all railroad histories when it appeared in April 1943, has been enlarged by the addition of three new chapters covering the war and post-war years. The original appendices covering motive power, rolling stock and roadway have also been brought up to date. Written originally for the L&N Magazine by a long-time staff member, parts of the present volume began appearing in 1939 and formed a major feature of the magazine for almost four years. Because of its magazine origin, the book has a three-column format and a large page size; for the same reason, it has a wealth of photographs, drawings and charts.

CASEY JONES' LOCKER, by Frederic Shaw. 192 pages, illustrations, maps. Hesperian House, Book Publishers, Inc., 465 California St., San Francisco. $5.

In this beautifully-produced book, which is sub-titled "Railroad Historiana," Mr. Shaw has assembled material culled from the great days of steam—maps, photographs, drawings, memoranda, history and anecdotes.

DIRECTORY OF RAILWAY OFFICIALS AND YEAR BOOK, 1959-1960, compiled from official sources under the direction of the editor of the Railway Gazette, 616 pages. Tothill Press Ltd., 33 Tothill st., Westminster, S.W.1, London. 62 shillings, including postage.

In addition to the usual statistics and lists of officers of the various railroads throughout the world, the current edition of the Year Book has been expanded to include a new section covering suppliers of signaling and interlocking equipment arranged alphabetically under countries. In addition, the names of such firms are classified separately under products. The list of principal electrically-operated railways has been amplified, and other features in the statistical section have been revised.

RAILROAD EQUIPMENT FINANCING, by Donald M. Street. 177 pages. Columbia University Press, 2960 Broadway, New York 27. $6.

Discusses the various means by which American railroads finance rolling stock.

Dividends Declared

CHESAPEAKE & OHIO.—common, $1, quarterly, payable March 21 to holders of record March 1; 3½% convertible preferred, 87½¢, quarterly, payable May 1 to holders of record April 7.

CLEVELAND & PITTSBURGH.—7% regular guaranteed, 87½¢, quarterly; 4% special guaranteed, 50¢, quarterly, both payable March 1 to holders of record Feb. 10.

ERIE & KALAMAZOO.—$1.50, semiannual, payable Feb. 15 to holders of record Jan. 30.

FT. WAYNE & JACKSON.—5½% preferred, $2.75, semiannual, payable March 3 to holders of record Feb. 19.

MAINE CENTRAL.—5% preferred, $1.25, accum., payable March 1 to holders of record Feb. 15.

WESTERN PACIFIC.—3-for-1 split, payable March 3 to holders of record Feb. 15.

Before you buy **any** battery

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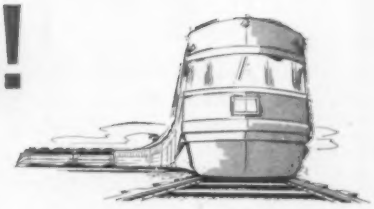

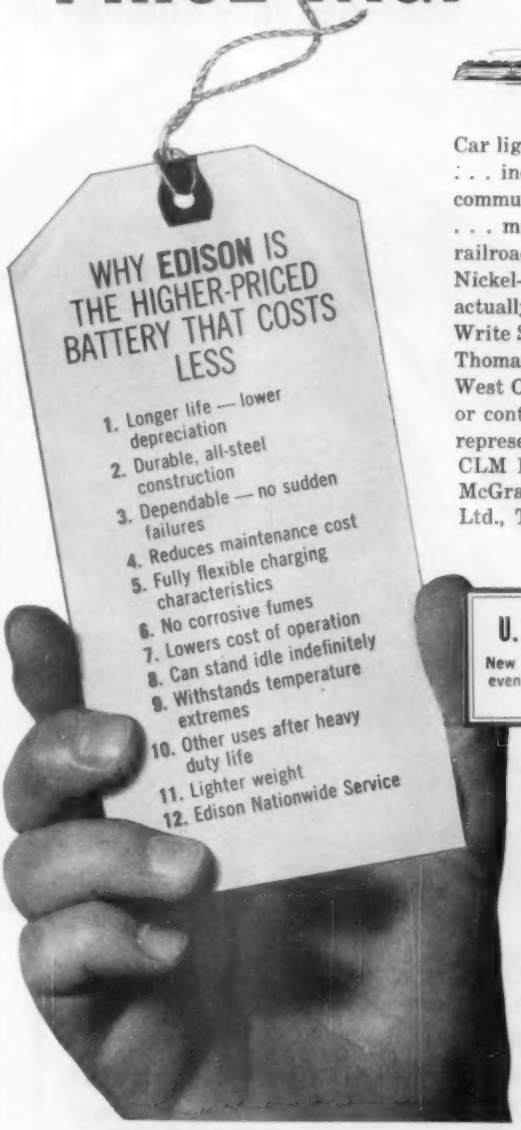

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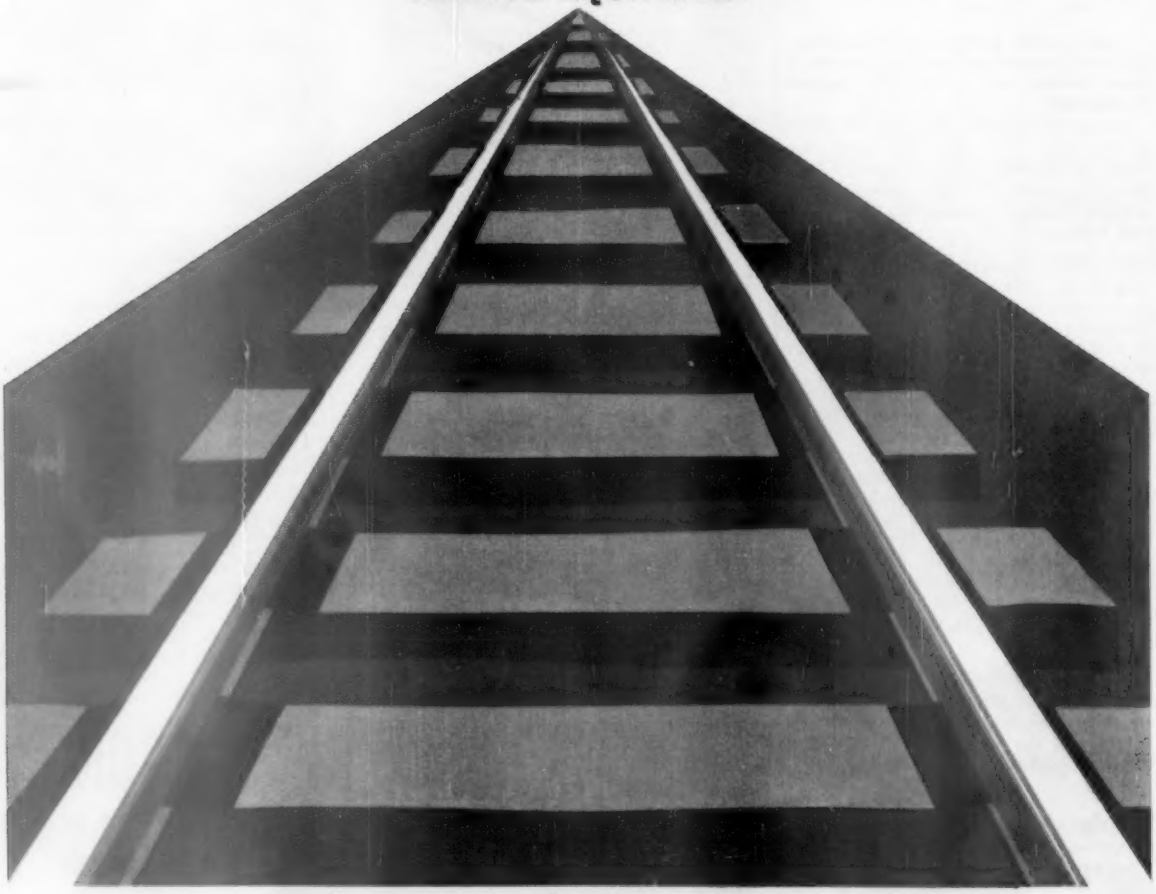

A new RIBBONRAIL Service—an entirely new approach to the best-known, most dependable rail welding system known today—designed to increase your production and cut rail welding costs. Watch for the announcement.

OXWELD RAILROAD DEPARTMENT

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MARKET OUTLOOK *at a glance*

Carloadings Drop 2.3% Below Previous Week's

Loadings of revenue freight in the week ended Feb. 6 totaled 587,933 cars, the Association of American Railroads announced on Feb. 11. This was a decrease of 13,967 cars, or 2.3%, compared with the previous week; an increase of 22,181 cars, or 3.9%, compared with the corresponding week last year; and an increase of 55,537 cars, or 10.4%, compared with the equivalent 1958 week.

Loadings of revenue freight for the week ended Jan. 30 totaled 601,900 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, Jan. 30

District	1960	1959	1958
Eastern	97,463	90,249	87,199
Allegheny	116,162	100,742	100,197
Pocahontas	52,619	50,972	46,070
Southern	113,986	115,885	107,195
Northwestern	63,533	63,951	61,312
Central Western	110,533	112,577	100,696
Southwestern	47,604	48,080	47,863
Total Western Districts	221,670	224,608	209,871
Total All Roads	601,900	582,456	550,532
Commodities:			
Grain and grain products	50,903	54,899	51,784
Livestock	4,202	4,881	4,360
Coal	115,251	117,815	112,410
Coke	12,159	8,705	7,241
Forest Products	40,062	40,187	35,897
Ore	20,244	14,706	14,010
Merchandise l.c.l.	38,304	41,994	46,129
Miscellaneous	320,775	299,269	278,701
Jan. 30	601,900	582,456	550,532
Jan. 23	587,339	555,730	551,088
Jan. 16	605,757	586,342	572,886
Jan. 9	591,515	550,666	569,807
Jan. 2	483,012	468,219	472,284
Cumulative total, 4 weeks	2,386,511	2,275,214	2,244,313

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Jan. 30 totaled 10,218 cars, compared with 7,029 for the corresponding 1959 week. Loadings for 1960 up to Jan. 30 totaled 38,244 cars, compared with 26,060 for the corresponding period of 1959.

IN CANADA.—Carloadings for the ten-day period ended Jan. 31 totaled 85,531 cars, as compared with 67,186 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
Jan. 31, 1960	85,531	41,803
Jan. 31, 1959	95,890	39,119
Cumulative Totals		
Jan. 31, 1960	268,585	123,336
Jan. 31, 1959	280,936	113,043

New Equipment

FREIGHT-TRAIN CARS

► *American Refrigerator Transit.*—Ordered 100 50½-ft RBL cars from Pullman-Standard at a cost of approximately $17,000 each. Delivery is scheduled for May.

► *Illinois Central.*—Ordered 200 70-ton gondolas from Bethlehem Steel, as part of its 1960 car acquisition program (RA, Dec. 7, 1959, p. 35).

► *Rock Island.*—Ordered 100 50½-ft, 50-ton PS-1 box cars from Pullman-Standard—part of a $2,448,283 order that also includes 100 piggyback flats (see below). Delivery of the box cars, which will be equipped with DF loaders and 15-ft doors, will follow delivery of 500 box cars previously ordered and scheduled for delivery beginning this month (RA, Nov. 16, p. 31).

► *Santa Fe.*—Has ordered 500 50-ft, 70-ton mechanical refrigerator cars. These were incorrectly described as 50-ton, 70-ft cars in an earlier issue (RA, Feb. 8, p. 31).

PIGGYBACK

► *Pennsylvania.*—Has ordered through its subsidiary, Excelsior Truck Leasing Co., 100 high-cube van trailers for piggyback operations. Purchase will increase the road's total piggyback trailer fleet to 850 units.

► *Rock Island.*—Ordered 100 85-ft piggyback flat cars from Pullman-Standard. These are in addition to 100 flats ordered last November and scheduled for delivery starting in May.

► *Soo Line.*—Ordered 10 85-ft piggyback flat cars from Pullman-Standard for delivery in May.

PASSENGER-TRAIN CARS

► *New York City Transit Authority.*—Between 1961-1964, will need 1,800 new subway cars to replace obsolete equipment (RA, Sept. 7, 1959, p. 43; Sept. 14, 1959, p. 65). The authority is currently exploring the possibility of ordering all cars at one time, with payments and deliveries spaced out over a specified period. Objective: obtaining lower prices by giving builders an assured flow of work.

New Facilities

► *Kansas City Southern.*—Included in estimated $3,500,000 1960 A&B budget is installation of CTC between Heavener, Okla., and Siloam Springs, Ark., 108.7 miles, $1,500,000; rail replacement, $50,000.

► *Long Island.*—Will install CTC between Hicksville, N. Y., and Smithtown, 22.5 miles, on its Port Jefferson Branch. Cost: approximately $500,000. Project is scheduled for completion next November.

a RAILWAY AGE time-saver page

Editors Afield

Highland Park, Ill., Feb. 4—I have just attended the final luncheon session of a most unusual seminar.

For the better part of three days (Feb. 2-4), a hundred salesmen have been working together here to trade ideas about their jobs—about how the problem of selling to railroads is changing, and about how supply company sales techniques are adjusting to meet those changes.

This seminar may now become an annual affair, judging by the reactions of those here. The meeting was sponsored by the Railway Progress Institute as part of the institute's program to help suppliers and to help strengthen the industry concept among supply companies. No such meeting as this has ever been held before, to my knowledge.

It was decided to limit attendance to 100. As it turned out, there were more applicants than space; and a few late-comers were turned down.

Since there are obvious areas in which suppliers aren't allowed to compare notes for legal reasons, this seminar has been sharply structured into discussion groups with specific topics assigned.

Tuesday afternoon, for example, ten-man groups tangled with the basic question of changing problems of selling to railroads. That evening reporters from each group reported back. They agreed, in substance, that changes are occurring: there is a trend toward centralization of purchasing on some roads; standardization is increasing, and more suppliers are now having to sell to other suppliers as well as to railroads; and the railroad push for lower inventories is placing greater emphasis on local warehousing and quick deliveries off suppliers' shelves.

Yesterday the groups ranged into new areas: railroad receptiveness to new ideas; integrating sales with service; who controls railroad purchasing; research and testing; organizing for railroad sales; sales aids, and purchasing, delivery and inventory procedures. And in the reporters' reports, at lunch, it was evident that the seminar's planners had tapped a sound idea. Supplier salesmen can learn from each other, and out of debates about mutual problems come new understanding and new ideas.

Four railroad officers came into the meeting yesterday afternoon: Harold A. Berry, manager, purchases & stores, Rock Island; W. J. Hedley, chief engineer, Wabash; C. N. Wiggins, chief mechanical officer, L&N, and J. J. Wright, director of research, NYC. The supplier group threw questions at this panel for two hours. "How often should a salesman call, Mr. Berry? How much value is there, Mr. Hedley, in convention exhibits and equipment demonstrations on the property? Why the delay in getting AAR approval for new interchange items, Mr. Wiggins? Would it be good, Mr. Wright, if railroads themselves took on more of the research that suppliers have traditionally carried on for railroad customers?"

Replies to these and other questions were handled with great candor. Trouble is, they can't be reported since the entire seminar was off-the-record.

Wednesday night the group came back together for the only formal speech of the seminar. Dr. Ralph G. Nichols, University of Minnesota, suggested, in effect, that the best listener may be the best salesman; that while schools emphasize the teaching of reading, writing and speaking, nobody teaches listening. Dr. Nichols pegged "failure to listen" as a major handicap in business.

This morning, in a final session, the entire seminar group joined in a ballroom-size circle conference. More discussion: You running into any requests for 3-day billing? Deferred billing? Are railroads any different, really, than any big multiplant company when it comes to finding the right man in the organization to talk to? What's your experience on foreign competition? Are your salesmen also service men, or are service engineers better? And so it went.

As RPI President Holcombe Parkes summed it up at lunch today, the meeting was an experiment that seems to have worked. This sharing of experiences can't help but benefit, if only by causing everyone present to re-examine his own selling practices. About a similar meeting in 1961? Most certainly it will be considered; it will depend, in large part, on how this year's participants vote on the review questionnaire they're to mail in within the next two weeks.

—Joe W. Kizzia

Milwaukee, Rock Island Retain Merger Consultants

Rock Island-Milwaukee merger studies received a shot in the arm last week. Board chairmen of both roads announced that feasibility studies begun last November (RA, Nov. 19, 1959, p. 9) would be aided by legal, financial and engineering consultants employed by the two roads.

Legal aspects of merger will be probed by the Chicago law firm of Sidley, Austin, Burgess and Smith. A New York investment banking firm, R. W. Pressprich and Co., has been retained to make financial studies. Possible economies from elimination of duplicate facilities will be studied by Coverdale and Colpitts, New York consulting engineers.

A Rock Island-Milwaukee merger would create an 18,000-mile railroad system directly serving the Pacific Northwest, the Great Plains states, Texas and Mississippi river ports as well as western Great Lakes ports. With two trans-continent connections (UP and SP) the merged lines would provide service from east of the Mississippi to the West Coast.

Detailed studies by the consulting firms are expected to be completed within the year.

Patterson Prescribes for Suburban Service Sickness

Railroad suburban passenger service generally—but especially in the New York area—has two basic needs:

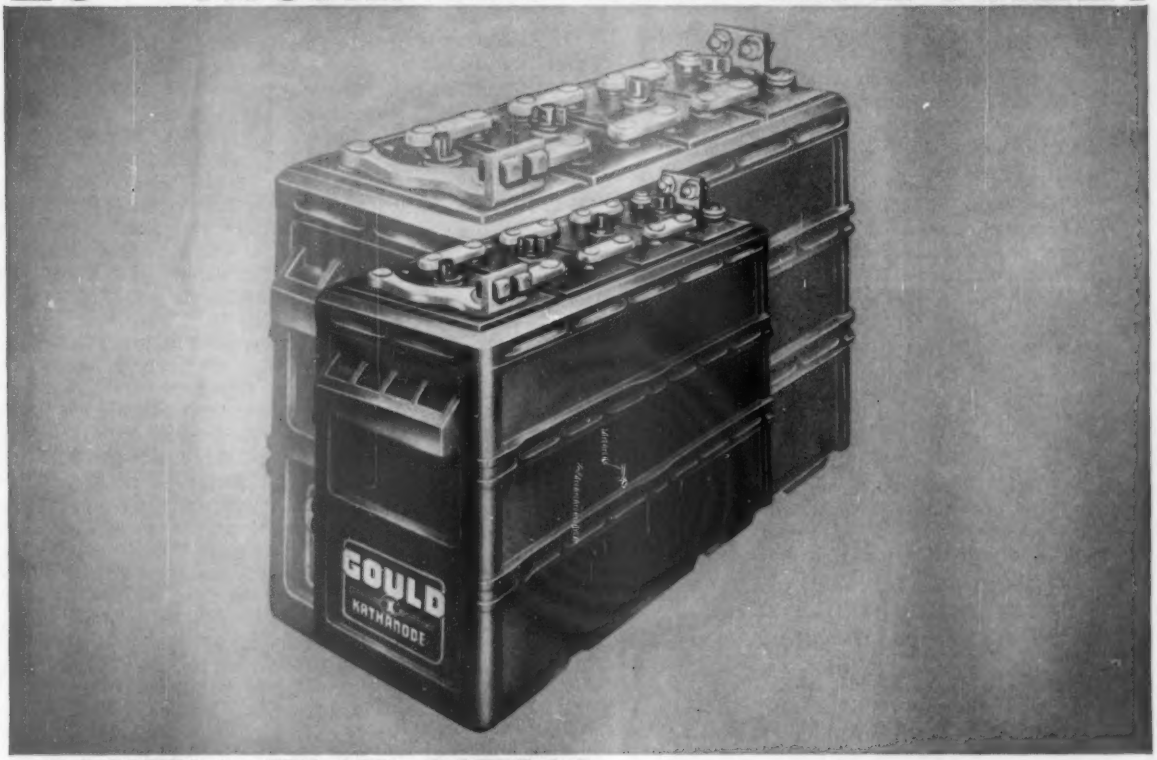
- Enough money for continued operation of necessary facilities with reasonable fares and good equipment.
- An organizational structure planned to produce the best possible service with available funds.

That's the prescription outlined to the New York Society of Security Analysts on Feb. 5 by Charles Patterson, chairman of the New York City Transit Authority.

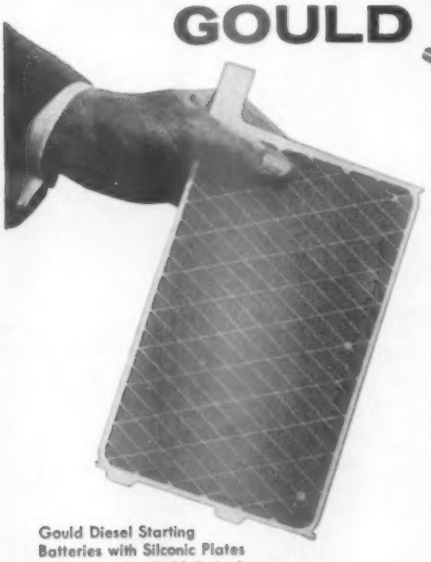
Generally, Mr. Patterson said, railroad suburban trackage is adequate. Additions to it would probably be prohibitively expensive. But there is room for modernization, especially in equipment. In his view, money for such modernization must come partly from commuters, but partly also from government—local, state or, if necessary, federal. Management of the modernized facilities, however, should be left with present operators.

The commuter problem, Mr. Patterson feels, is "not a case of public vs. private transport," but a question of "how to organize for most efficient mass movement of people."

25% MORE BATTERY LIFE FREE!



WITH THE NEW GOULD *SILCONIC* PLATE



Gould Diesel Starting Batteries with Silconic Plates resist corrosion, hold their charge and last longer.

Used in all diesel starting batteries, the Silconic Plate prevents grid corrosion, the most common cause of battery failure. Here's the principle: Gould introduces silver and cobalt into active materials of the positive plates. Silver and cobalt migrate to—and collect on—positive grid members, forming an insoluble oxide surface impervious to acid and oxygen attack. The longer the battery operates, the deeper the silver-cobalt penetrates into the grid metal, thus prolonging life. In applications where batteries are idle for periods of time, Gould's Silconic Plate prevents migration of materials to the negative plate, effectively reducing self-discharge within the cell.

For greater overall strength, arsenic is added to the antimonial alloy of the plate, resulting in an extremely dense, homogeneous grid *free of flaws*. This vital new physical and chemical strength—together with Gould's compact battery design—add up to the most advanced diesel starting battery you can buy. Write today or call your local Gould representative. He's listed under "Batteries Industrial" in the yellow pages. Gould-National Batteries, Inc., Trenton 7, N. J. In Canada, Write to Gould-National Batteries of Canada, Ltd., 1819 Yonge Street, Toronto, Ontario

More Power to you from **gould**

If Your Road Hauls Commuters . . . How Do You Compare with the C&NW?*

	Total	Per Dollar of Revenue
REVENUES	$12,394,642	$1.00
EXPENSES		
Train Costs		
Crew wages	$ 2,895,778	$ .23
Diesel fuel oil used	456,345	.04
Cost of servicing and cleaning locomotives and cars	1,329,009	.11
Cost of repairs to locomotives and cars	1,176,021	.10
Locomotive and car depreciation	1,024,094	.08
Damage to property and personal injuries	286,061	.02
	$ 7,167,308	$ .58
Station Operating Costs	$ 703,506	$ .06
Property Costs		
Repairs to tracks and buildings	$ 1,067,023	$ .09
Cost of operating signal, crossing protection and communication systems	386,481	.03
Building and other facility depreciation	281,132	.02
	$ 1,734,636	$ .14
Taxes (including payroll taxes of $506,883)	$ 1,035,453	$ .08
Miscellaneous		
Interest on equipment obligations	$ 354,191	$ .03
Supervision and administrative expense	915,442	.08
Sales and service expense	169,638	.01
Other	284,914	.02
	$ 1,724,185	$ .14
Total expenses	$12,365,088	$1.00
Net Income	$ 29,554	Nil

*No two railroads are alike—a point that has to be remembered when comparisons are made. The figures above are the Chicago & North Western's report on 1959 suburban operations—a year in which the road handled 20,909,860 passengers on some 50,000 suburban trains. At year's end, North Western was carrying, on an average weekday, 78,000 passengers on 162 suburban trains. Average length of haul per passenger: 20.3 miles.

CONGRESS GETS COMMUTER BILLS *(Continued from page 9)*

templated that the advisory committee's recommendations would be forwarded to Congress "at least once a year as part of its annual report and more frequently when deemed advisable in the national interest." His proposal, Mr. Javits also said, is a step Congress should take now because it "must heed the growing chorus which regards U.S. railroads as an incurably sick industry which one day, it is implied, may be taken over by the government." The Senator's reaction to this "chorus" is:

"On the contrary, the combined resources and facilities of the railroads and the federal government should be channeled into a coordinated, maximum effort in research and development programs to enable this vital industry to modernize its facilities and upgrade its operational efficiency and services in the discharge of its present responsibilities. Also the railroads must be capable of executing whatever additional steps may be necessary to meet any emergency as well as anticipated demands in the future. That is the concept underlying this joint resolution."

In noting that the commutation problem would be a "major concern" of the proposed advisory committee, Senator Javits said: "Many railroads believe short haul passenger service for commuters has long passed the point of no return for them."

The deduction-from-income-tax proposal was introduced by Representative Zelenko, Democrat of New York. He called the plan "simple and workable," explaining it as follows:

"The commuter, when filing his income tax return, would annex his commutation stub with a simple form . . . showing any additional commutation fare that he paid over the rate of January 1, 1960. He would receive a credit against his income tax of that year or a refund of the amount of increased payments for commutation. In other words, if the new increase on his commutation fare for the year is $50 and the taxpayer has to pay $300, he will then pay only $250."

A number of bills to tighten train-off provisions of the 1958 Transportation Act generally follow the pattern of S.2935, introduced in the Senate by Senator Magnuson of Washington, chairman of the Committee on Interstate and Foreign Commerce, which handles transport legislation. Joining with Mr. Magnuson in sponsorship of this bill are more than 20 other senators. The bill is supported by railroad labor organizations, as are like bills which have been introduced in the House.

As Senator Magnuson explains it, the proposed legislation is designed to give passengers and communities greater voice in train-abandonment cases before the ICC. The senator summarized his bill's "principal provisions" as follows:

1. Clarifies standards which ICC should use in deciding whether removal of passenger train schedule is warranted.

2. Gives ICC authority to require a railroad to put a train back in service if changed circumstances show that the schedule is in the public interest.

3. Requires ICC to give notice to all interested parties that an application is pending and notice at least 3 days in advance that a hearing is to be held on an application to terminate passenger train service.

4. Requires ICC to hold a hearing on an application to discontinue a passenger train schedule if complaints are filed by the state or communities affected and places upon railroads the burden of proof.

5. Gives ICC authority to inspect passenger trains to ensure that reasonable standards of comfort, sanitation and safety are maintained.

Meanwhile, in the eastern commuter trouble spots, the nature of the problem —and possible local solutions—varied with the locality.

In New York, which has the largest number of commuters and involves three states as well as a variety of

local governments, the situation continued in an uneasy equilibrium after recent fare increases for the Pennsylvania and the New Haven. Though there are no new solutions to the problem in sight, neither are there any immediate proposals for further cuts in service.

"Countdown" on the New Haven, which President George Alpert said had begun for commuters when he announced the road's "commuter service survival plan" (RA, Jan. 11, p. 9), got by its first hurdle without going into the critical stage. First the ICC, then New York and Connecticut regulatory commissions agreed to let the road put a 10% fare increase in effect immediately. (Mr. Alpert had warned that if the requested 10% increase was delayed beyond Feb. 1, he would withdraw it and file for an immediate 70% increase.)

In another New York area, the Staten Island Rapid Transit told the city of New York (which in 1956 signed a lease agreement to keep the SIRT in commuter business) that the railroad would need at least $3,870,000 from the city over the next 10 years if it is to continue in passenger operations. SIRT would also like the city to put up another $1,000,000 to cover needed capital improvements.

More Cuts in Boston

In Boston, although B&M President P. B. McGinnis has taken newspaper ads to assert, "Yes, there is a railroad that likes commuters" (RA, Feb. 8, p. 36), most of the emphasis is on new reductions in service.

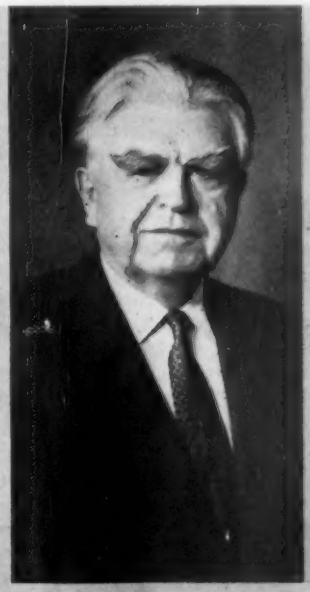
Still in the process of getting used to doing without service on the Old Colony line (abandoned last year), Boston commuters are now faced with the fact that Boston & Albany commuter service will end after April 1. Train abandonment proceedings before the Department of Public Utilities have ended with approval of the railroad's petition to end all but through service between Boston and Springfield. The right of way may be used for an extension of the Massachusetts Turnpike, the DPU suggests.

The Jersey Central, in its monthly Commuter's Almanac distributed regularly to riders, devoted most of an issue to describing Philadelphia's new non-profit corporation set up to "buy" suburban service from the PRR and the Reading (RA, Jan. 26, p. 9). The Jersey Central's summary wound up with a pointed reminder: "The details of any solution of our own problem would inevitably be different, but the general pattern could very well apply. New Jersey commuters might well insist that Governor Meyner and the New Jersey legislature take effective action along the lines of the Philadelphia plan."

Philadelphia's non-profit corporation, duly incorporated as the Passenger Service Improvement Corporation of Philadelphia, seems to have gained public approval of its plan to take over "Operation Northwest" and "Operation Northeast," the city-sponsored experiments with lower fares and improved service.

Philadelphia suburban service got another big boost last month when a subcommittee of the Delaware River Port Authority recommended building a $44,600,000 electrified line from Camden (across the Delaware River from Philadelphia) to Kirkwood, N. J., using Pennsylvania-Reading Seashore Line right of way. With connections to the Philadelphia subway system via existing tracks on the Benjamin Franklin Bridge, the subcommittee's engineering report predicted that the line would be self supporting at an average fare of 29 cents a ride.

John L. Lewis: Tough but Realistic



Executives of railroad labor unions could learn some economic facts of life by meditating on John L. Lewis' approach to a labor leader's job of promoting the welfare of his constituents.

That approach—a most realistic one—was pointed up prominently in tributes paid to Mr. Lewis when he retired from the presidency of the United Mine Workers, where he had served for 40 years.

He was a tough bargainer, but he never bargained for uneconomical working rules or other conditions which would have prevented making mining as efficient as possible, i.e., giving it the mechanization and modern operating practices it now has.

Mr. Lewis knew that make-work arrangements and resistance to technological change were not in the long-run interest of workers in a competitive industry—whatever they might provide in the way of temporary gains and comforts for union men with enough seniority to collect them while operations kept artificially uneconomic were letting the competition force their junior colleagues out of jobs.

Leaders of the coal industry have repeatedly hailed Mr. Lewis' genuine cooperation and active participation in the industry's drives for increased efficiency and aggressive marketing. Successes of these drives have kept coal competitive with other fuels and thus made mining a growth industry again.

While the increased-efficiency policy has permitted the mines to produce more coal with fewer and fewer employees, the Lewis role of cooperator has been explained to members of the United Mine Workers who, quite evidently, have accepted it. "They understand the need for it," Mr. Lewis has said, adding:

"It has not been a social revolution of any magnitude. When men are laid off, the men in the younger age brackets move into other industries. Some of the older men stay in the area and manage to get along with the help of relatives. Or they find other employment. There is public assistance and Social Security assistance in some cases. Pensions from the welfare fund help those who are over 60 years of age. There is a natural attrition of manpower, too."

—Walter Taft

You Ought To Know...

Two operating unions are backing away from any attempt to tie their wage cases to the BLE dispute, soon to be arbitrated. The BLF&E contends that its case involves different issues—a higher wage hike, improvement (not just retention) of the cost-of-living escalator. And the SUNA, now circulating a strike ballot, says it "won't be satisfied to mark time while the Engineers settle."

Reduced rail rates contributed to Armco Steel Corp.'s decision to close its river transport facilities in Ohio and West Virginia by April 1. "The cost of river transportation," said Vice President and General Manager Clyde G. Davies, "keeps going up steadily. The railroads, meanwhile, have lowered their charges for moving coal directly from mines in West Virginia to our mills in Hamilton and Middleton, Ohio." Even if sternwheelers were replaced by diesel tugboats, Mr. Davies noted, river transport couldn't compete with reduced rail rates.

"Costs do not make prices" in utility rate-making and should not. This concept—and the general support of class rates it implies—might apply to railroads as well as to power utilities, consulting engineer Wiliam S. Leffler told the February meeting of New York's Transportation Research Forum. The five cardinal points of utility pricing, Mr. Leffler said, are: class rates must be such that each class will pay its own costs; rate schedules must not require from any class an excessive return; the value of service to the customer (rather than what the traffic will bear) is the upper limit of any rate; every customer and every class of service must bear some responsibility for the existence of the system as a whole; and pricing has a different function from costing —costs, alone, do not make prices.

Railroad employment totaled 785,871 in mid-January—down 1.31% from the previous month and 3.07% from January 1959.

Erie's TOFC traffic brought the road revenue of close to $4,000,000 in 1959—a 133% increase over the previous year. Best month was October, when the Erie rang up $400,000 in piggyback business. The upward trend means, says David R. Thompson, vice president—traffic, that "shippers are willing to utilize a combination of transportation services if it contributes to efficient and economical operations."

Piggyback revenues topped a million dollars for the first time last year on Illinois Central. The total, in excess of $1,250,000, includes IC's own TOFC and the Plan I service begun last May. Plan I agreements are now in effect with approximately 21 truck lines. It appears, IC President Wayne A. Johnston commented, "that the service with the nursery rhyme name is giving every evidence of growing into manhood."

A 455-acre industrial park in Phoenix, Ariz., has been purchased by the Santa Fe Land Improvement Co. (wholly-owned affiliate of ATSF). Formerly known as the Maryvale Industrial Park, the tract will be renamed the Alhambra Industrial District. It is a continuation of the railroad's 400-acre Camelback Industrial District acquired several years ago.

A completely-equipped Texaco station is making the 344-mi trek from Montreal to Long Branch, Ont., on two CNR flat cars, a half on either car. The two halves of the portable, 28-ft. by 48-ft., prefab, steel, service station (with plumbing and wiring intact) will be bolted together at Long Branch. CNR estimated one week would be required for the daylight only, 30-m.p.h. trip, which began Saturday, Feb. 6.

Lower sleeping car fares and budget-priced meals are being offered by Soo Line on trains 13 and 14, operating between St. Paul-Minneapolis and Minot and Portal, N.D. Changes were effective Feb. 1.

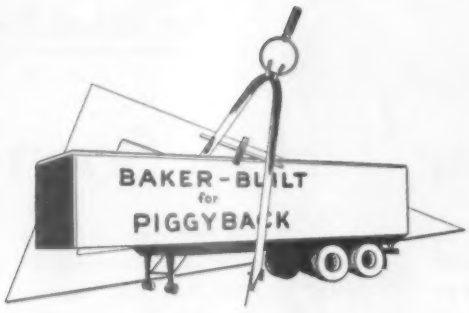
Burlington passenger revenues continue to climb. Gross for 1959 was up 2.2% over 1958. Aggressive, imaginative selling (student educational tours, weekend scenic tours, convention travel, Scout groups, "iron horse" tours) combined with high equipment utilization helped CB&Q show gains in gross passenger revenues in four of the last five years.

Airline passenger traffic will more than double in the next decade, according to R. E. Johnson, senior vice president—sales and advertising, United Air Lines. Airlines, he said, "will attract additional passengers from both railroads and highways" and the "speed and service appeal of the new jet airlines will create new traffic where none existed before."

A fare increase to help keep the operation on even keel is being sought by Chicago & North Western, which has promised its commuters a completely modern service by the end of 1961. C&NW showed a "nominal net income" —$29,554—on suburban operations in 1959, but cost increases threaten to produce a $400,000 deficit in 1960. The fare hike to be sought, North Western says, will amount to about 7½%. (See box, p 46.)

A new set of "steel suspenders"—56 cables, each 300 ft long—will lift the lower-deck railroad span of Portland, Oregon's Steel Bridge to permit passage of river traffic. UP and SP, owners of the bridge, have ordered the three miles of steel cable from John A. Roebling Sons, Trenton, N. J., at a cost of $18,000. The work will be done on eight successive Sundays starting April 3.

Railway equipment suppliers will have "a good, though probably not a banner, year" in 1960, predicts the Value Line Investment Survey. The survey notes that "the rapid growth of piggybacking, which requires specialized equipment for maximum efficiency, may create sustained demand for new rolling stock in the years immediately ahead that will moderate over-all fluctuations in railroad equipment volume."



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Automation—How Much, How Soon?

The "automatic railroad" is practically here right now—or it would be, if all the variety of devices necessary to operate trains without constant human attention were interconnected and applied in one place. Such, in substance, was the conclusion reached by John Hansen of Union Switch & Signal in a recent address (RA, Feb. 1, p. 34).

The devices facilitating automation will go on being extended much more widely than they are. They are not, as yet, sufficiently prevalent for anyone to be ready to take the final step to complete automation. Extension of these devices is constantly advancing—as, for example, the automatic approach clearing of CTC signals on the N&W, described elsewhere in these pages. Once a train is admitted to the CTC section, it will continue getting green signals—until interference from another train interposes; and, when this happens, a warning bell rings in the dispatcher's office, to bring his intervention. In short, what the new set-up does is to relieve the dispatcher of purely routine duties, allowing him to concentrate on tasks that require active human intelligence.

It is certainly conceivable, with automatic train identification, that train schedules, weight and other factors could be fed into a computer. The machine could do the lining-up for routine operation. The dispatcher's job then would be, largely, that of a trouble-shooter.

Such devices as detectors of hotboxes and defective equipment are far more dependable than catch-as-catch-can inspections by trainmen or towermen. And there is no logical reason why flagging should be required under the protection of automatic signals (especially when reinforced by train-stop mechanisms).

If the declining actual need for crewmen in cabooses and engine cabs were matched by a corresponding reduction in such assignments, then one of the major deterrents to frequency of railroad service (i.e., holding trains for economical tonnage) would diminish, or even disappear.

A top railway executive once observed to us that he'd gladly run 60-car trains, giving customers double frequency of service, if the brothers would agree to 3-man crews. Now, with 5 or 6 men required in a crew, he can't afford to run trains of less than 100 or more cars.

The extension of automation in railroading, of course, involves much more than train operation. There's a lot still to be done in mechanizing the transfer of lading between rail and highway vehicles. One expert and imaginative industrial traffic executive foresees the day when railroad tariffs and rates can be put on tapes and punched cards. (Less optimistic observers believe that much greater simplification in the rates and tariffs will be necessary before the job can be entrusted entirely to mechanical and electronic machines.)

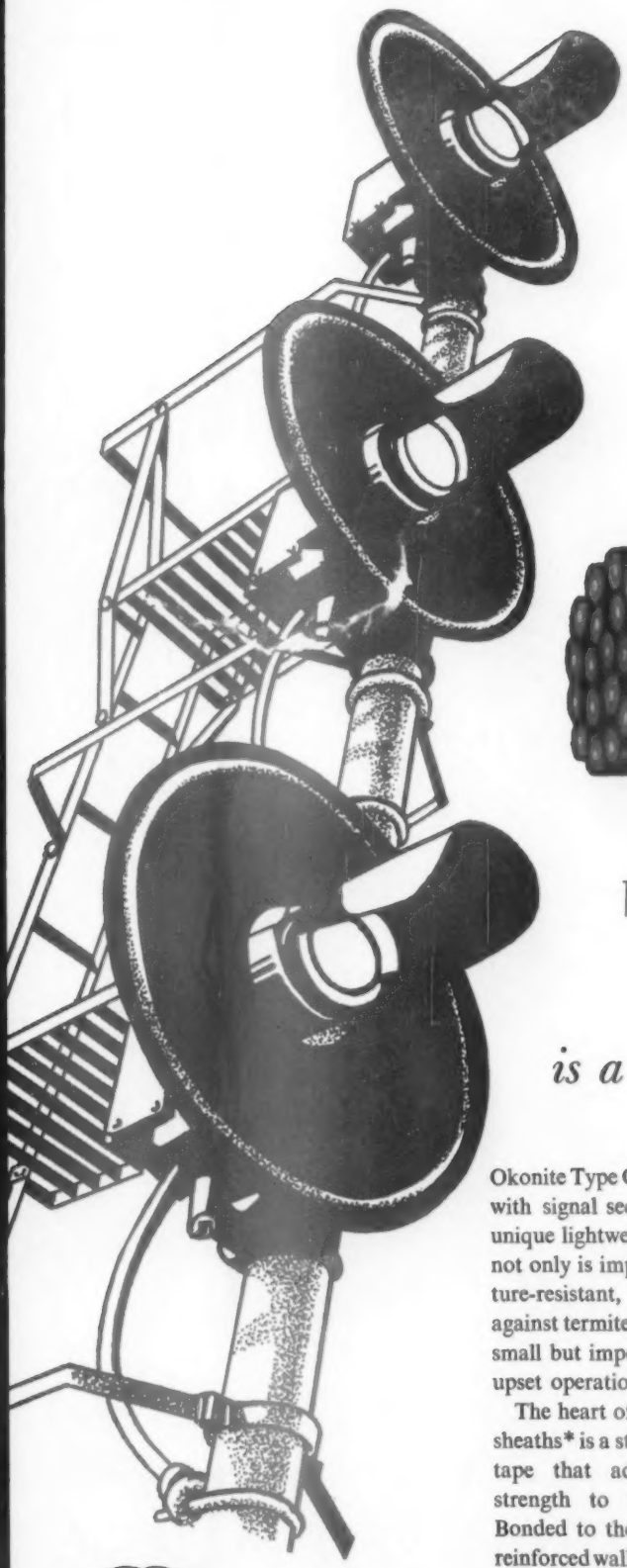
The point is that railroad transportation—with its vehicles held to a track and under strict centralized control (as highway, waterway and air transportation vehicles are not)—lends itself ideally to automation. The other day an airplane manufacturer was boasting that air freight is the only kind of freight transportation that can expect large decreases in costs. If the railroads should get really going in "automating" their operations wherever technologically possible, this airplane builder would be in for a surprise.

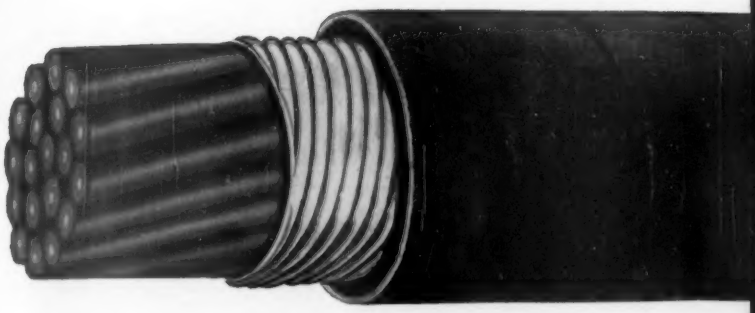
•

What railroading badly needs is some farsighted statesmanship on the union side, such as John Lewis provided for the bituminous coal industry. A dozen years ago it was apparent that both coal and railroading had a tough competitive situation to face. The reaction of union leadership in the two industries was widely different. John Lewis (as suggested on another page herein) apparently understood that a decline in mining employment was inevitable. He evidently also could foresee that unemployment certainly wouldn't be any worse with an efficient industry, earning profits and modernized to price competitively, than it would be if the union tried to "make work" by "full-crewing" all mining operations. Lewis, therefore, not only permitted the introduction of labor-saving machinery but actively encouraged it.

The people still in the mining industry are highly paid, with the biggest "fringe benefits" anywhere. Coal mining is now a "growth industry" again—and competing fuels have little or no hope of ever achieving cost reductions that the coal business cannot surpass.

It lies within the power of railway labor leadership to do the same service for the railroads—and, in the long pull, for railroad labor—that Lewis has done for coal mining and coal miners.





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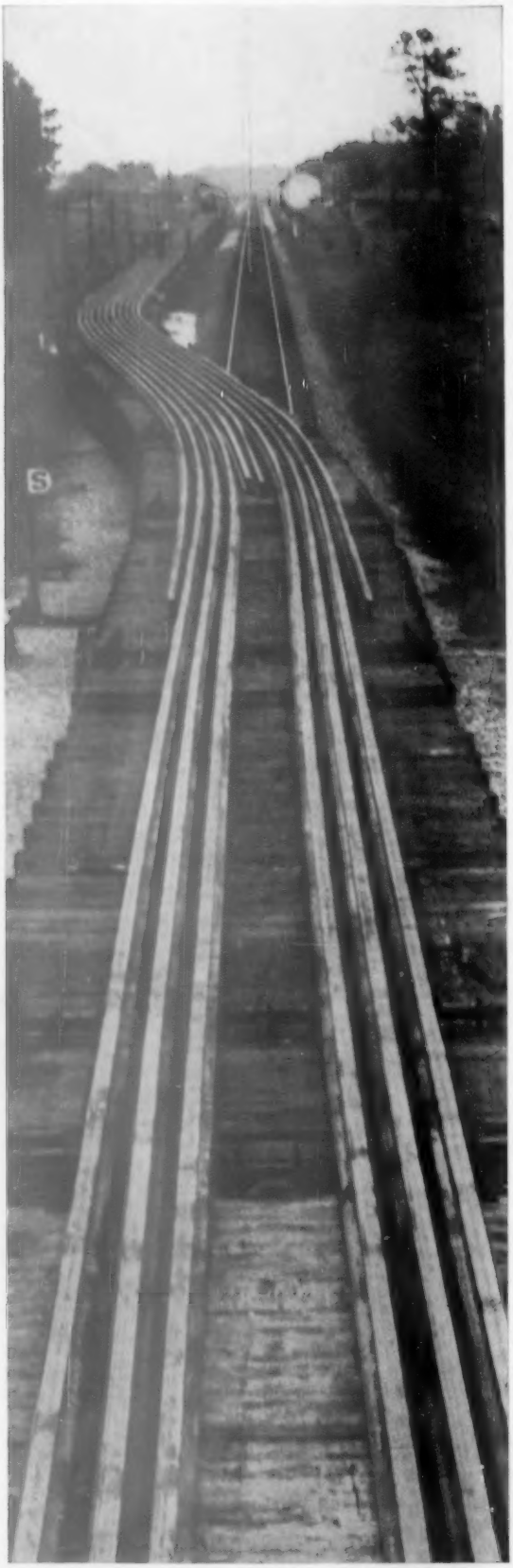

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